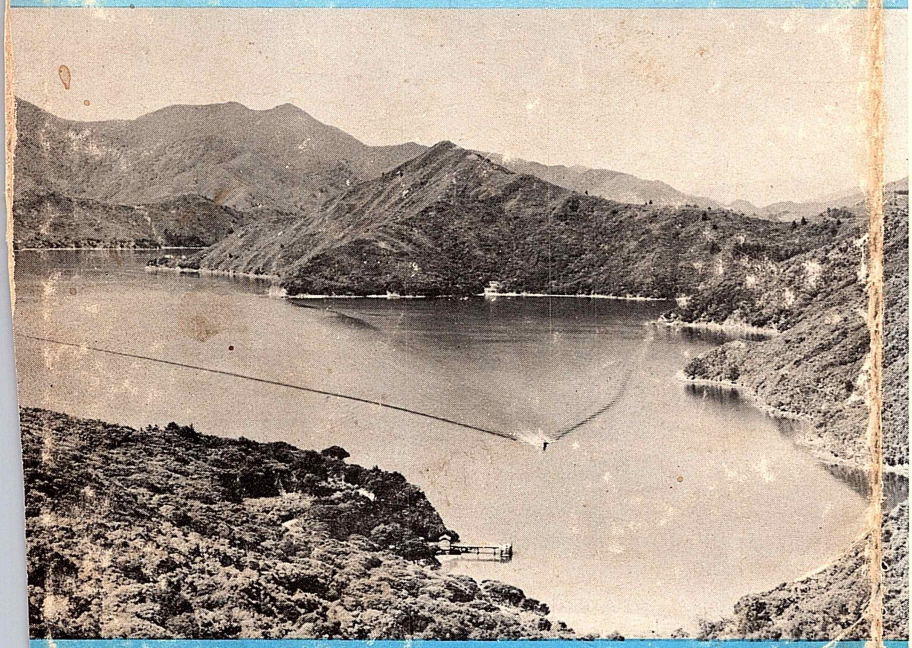
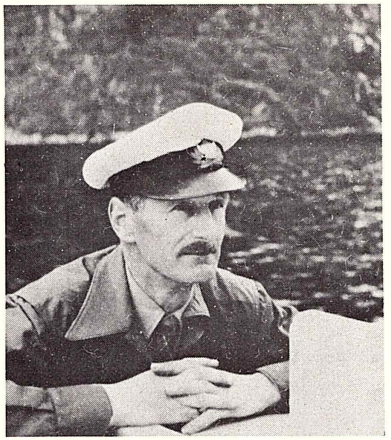
G. C. Hayter

MARLBOROUGH SOUNDS

TASMAN & GOLDEN BAYS



A Guide for Tourists & Boatmen



During the twelve years that the author has been a launchmaster in the Marlborough Sounds he has carried passengers, mails and freight, to say nothing of towing punt-loads of whale-oil, livestock and wool, in all weathers and at all times of the day and night. He has also skippered charter parties on trips lasting up to a fortnight and covering all the Sounds, D'Urville Island and Tasman Bay areas. He holds a River Limits Steamer Master's Ticket, was skipper of a 72ft ex-naval ML on charter work during the 1955-6 season, was senior launchmaster at Milford Sound in 1954-5 and again in the 1959 and 1960 seasons. Graham Hayter spent eighteen earlier years on D'Urville Island, mostly at Port Hardy and Greville Harbour. He is a brother of the author-yachtsman, Adrian Hayter, who made two solo voyages from England to New Zealand. After carrying about 100,000 passengers over some 150,000 miles the author says he found it fairly easy to anticipate the sort of questions they would ask, and it is with these queries in mind that he has prepared this guide to the most intricate waterways on the New Zealand coast.

CRUISING IN NEW ZEALAND WATERS: II

MARLBOROUGH SOUNDS
TASMAN & GOLDEN BAYS

CRUISING IN NEW ZEALAND WATERS: II

MARLBOROUGH SOUNDS

TASMAN & GOLDEN BAYS

A Guide for Tourists & Boatmen

by

G. C. HAYTER

Pegasus Press

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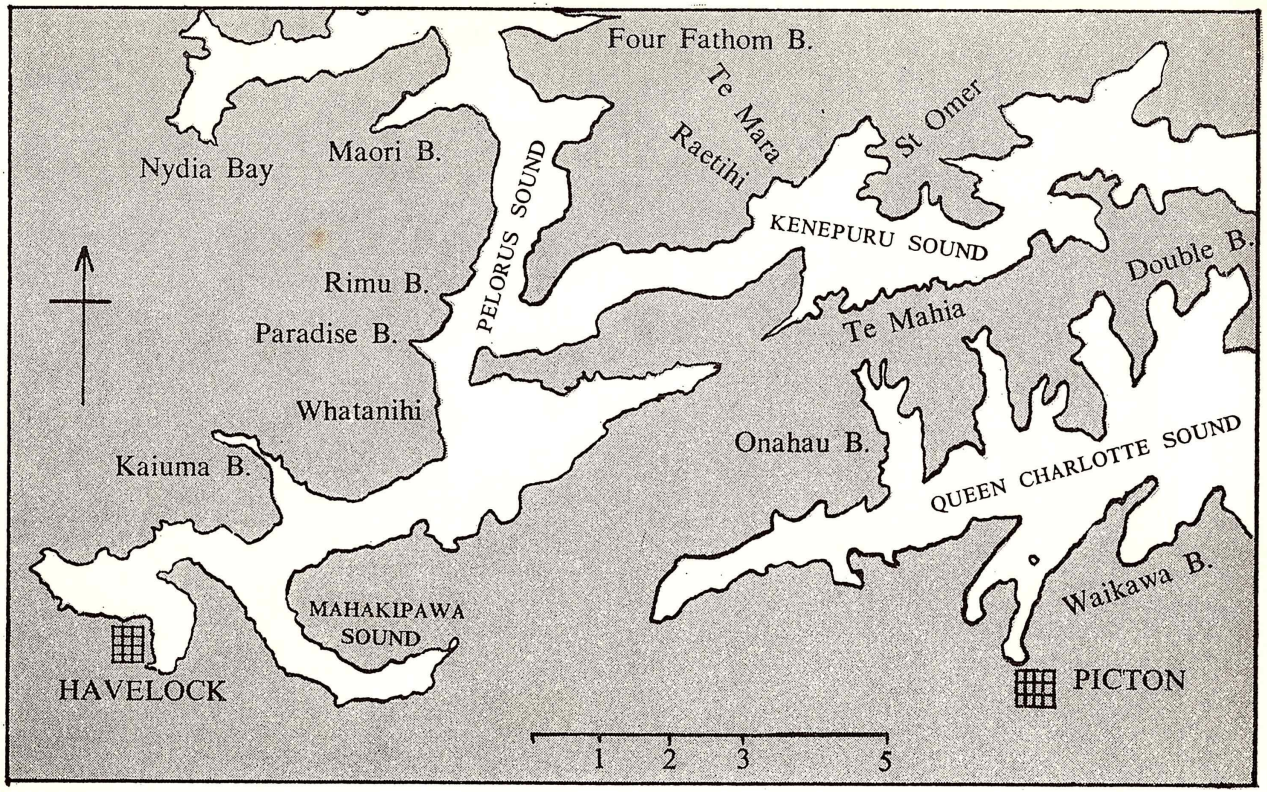
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Te Mara
Raetihi
St Omer
Nydia Bay
Maori B.
PELORUS SOUND
KENEPURU SOUND
Double B.
Rimu B.
Paradise B.
Te Mahia
Whatanihi
Onahau B.
QUEEN CHARLOTTE SOUND
Kaiuma B.
Waikawa B.
MAHAKIPAWA SOUND
HAVELOCK
PICTON
1 2 3 5

PART I

The Marlborough Sounds

INTRODUCTION

AT the north-east corner of the South Island of New Zealand is an intricate system of waterways extending some sixty miles along the sea-coast and occupying about nine hundred square miles in area. There are two main indentations, each stretching inland for more than thirty miles and broken up into hundreds of small bays. The total distance round the beaches is said to exceed six hundred miles.

What exactly is a sound? Most dictionaries call it simply a strait or a narrow channel connecting two large bodies of water, though some include 'an inlet of the sea'. If it is confined to 'strait', Tory Channel and French Pass are the only true sounds in Marlborough. Milford and other places in Fiordland, on the south-west coast, are also called 'sounds' but the Marlborough Sounds are certainly not fiords as they were not formed by glacial action. The Norwegian 'fjord' means a threshold or step formed by the dropping of terminal moraine, hence the water is shallower at the seaward end than at the head of a true fiord. Admittedly, Tory Channel is only sixteen fathoms at the entrance but this is due to a hard stratum of rock. If 'fiord' won't fit neither will 'broad'—an expanse of tidal water, usually a river broadening towards the sea. No, the 'Marlborough Broads' will never do. The Marlborough Sounds it will have to be.

In the early days most of this country was covered by

dense 'bush' or forest. Fern patches showed where the Maoris had used fire to clear the land or burn out their enemies. Captain Cook noted the flax bushes that grew to the tops of the hills on the eastern side of Queen Charlotte Sound nearly two hundred years ago. Since European settlement began huge blocks of forest that would have been much better left standing have been felled or burnt. Much of this land is in high fern today and is being bought up by the Lands Department so that it can be left in reserves to enable the forest to regenerate. Native manuka slowly creeps up through the fern and gains predominance; then birds bring the seeds of larger trees and a forest slowly comes back into being. As manuka is one of the best counters to erosion the wisdom of some people in encouraging the spread of manuka blight is going to be put to a severe test.

Even in dry weather there is always water in every valley of any size. There are some fine sheep and cattle stations in the outer Sounds that lie to the sun and the prevailing north-west winds which bring the warm rain across the Tasman Sea. Sheep are mainly crossbred, the cattle mostly Herefords and Black Polled Aberdeen Angus. They do well in this steep country but are inclined to develop rather much muscle, which is not surprising. Parasites are not as prevalent as in other more closely farmed districts but station owners try to get their shearing finished before the bidi-bidi ripens to spoil the clips.

The hills rise to about two thousand feet with some peaks reaching over three thousand. It is local legend that many of the older sheep-men have one leg longer than the other from years of climbing round steep sidings, but most of the land can be ridden over and many station owners now have their own bulldozers for road-making. The country has an average carrying capacity of one sheep to the acre. There is not enough flat land for cropping, except in very small areas. Aerial topdressing is being widely used and small landing-strips are to be found in the most unlikely places. Often the punt that takes the 'super' in takes the wool and stock out.

The annual rainfall is about forty inches at Picton but increases further out where the north-west winds drop their moisture. The Picton weather is difficult to predict because the rain-bearing south-easterlies of the Kaikoura coast may or may not be strong enough to push back the rain-bearing north-westerlies from the Tasman. In the hottest months a steady breeze blows up Picton Harbour from ten in the morning till four in the afternoon, keeping the air at a pleasant temperature. This is just as well because the town lies to the noon-day sun and is a natural sun-trap. Similar conditions prevail at the Portage and Te Mahia in Kenepuru Sound. No sunshine records are kept in the Sounds but Blenheim, which is only eighteen miles from Picton, usually tops New Zealand's annual sunshine figures.

The Sounds can be divided up into the following main waterways:

QUEEN CHARLOTTE SOUND. The Northern Entrance is several miles wide and the length of the sound is about thirty miles. Although Queen Charlotte is only a quarter as large as Pelorus it is better known because of the rail and steamer terminals at Picton which, with good road access, make this the natural headquarters for the Sounds.

TORY CHANNEL, a nine-mile offshoot of Queen Charlotte, is the route used by the Wellington steamer-express. In some places it is less than half-a-mile wide. With a strong southerly in Cook Strait the fast-running out-going tide kicks up a dangerous rip outside, as many passengers will know. There is a whaling station near the entrance.

PELORUS SOUND. This is a huge and intricate waterway in which a new-chum can easily become lost. To say its length is thirty-five miles gives no idea of its actual size as some very large bays branch off from the main channel. Tennyson Inlet is a good example and is regarded by many as the scenic gem of the Marlborough Sounds. Havelock, at the head of Pelorus Sound, is hampered by having a tidal harbour but if this difficulty can ever be overcome this small

town on the Blenheim-Nelson highway will greatly increase in size and importance.

KENEPURU SOUND is a fourteen-mile offshoot of Pelorus known for its several guest-houses. One is fully licensed and another has a tourist license, the only liquor licenses in the Sounds at present, besides Picton and Havelock and Tiri Moana in the Grove Arm.

The heads of Queen Charlotte and Pelorus sounds are less than three miles apart; in another place a narrow neck of only thirty-nine chains separates Kenepuru from Queen Charlotte. Some day a cutting or tunnel may be constructed to connect the two. The seaward entrances are separated by twelve miles of turbulent open sea.

D'URVILLE ISLAND. This does not come into the Sounds County, or even into the Marlborough provincial district, but belongs geographically to the Sounds area. It is 104 miles by road from Picton to French Pass which separates the island from the mainland. D'Urville Island is the opposite number to Arapawa Island in that it forms the western bastion of the Sounds proper.

FIRST VISITORS

THE first white man to visit the Sounds was Abel Tasman. In 1642 he sailed round the northern end of D'Urville Island and anchored for five days in Admiralty Bay. He did not go ashore there, or anywhere else in New Zealand, but it is surprising that he did not suspect the presence of the narrow gap that was later to become known as French Pass.

The next visitor was James Cook who, in 1770, sailed down the south-west coast of the North Island keeping an eye open for a suitable bay to careen his ships. When approaching East Entry [Kapiti] Island he saw a broken coastline and what appeared to be bays, the largest of which eventually turned out to be a strait. He made for a bay that seemed to offer shelter from the strong north-west wind but as darkness was falling he had to stand off and on through the night, the lead showing seventy to eighty fathoms. Present-day charts show eighty fathoms as being well out in Cook Strait so we may imagine how uncomfortable Cook must have been during that windy night in the 370-ton ex-collier *Endeavour*.

Next morning *Endeavour* was inside the bay drifting towards the shore and Cook had to use the boats to pull her clear. By noon he was abreast of Motuara Island, where there was a native village, and the boats were still towing. He anchored in a snug bay he called Ship Cove. Some canoes came off and at first the Maoris amused themselves by pelting the ship with stones. After some time they were induced to come aboard. Cook and most of his gentlemen went ashore and found excellent water and timber. Here, in due course, *Endeavour* was careened.

Although the Maoris were often threatening and proved cunning thieves, they were treated with kindness and firmness as Cook did not want to provoke an attack such as that which resulted in the deaths of some of Tasman's men at Massacre

[now Golden] Bay more than a century before. Cook discovered that the Maoris were cannibals, a fact which previously he had only suspected. It would seem that Tasman was unaware that his boat's crew had been eaten.

During the thirty days he spent at Ship Cove, Cook climbed a hill, probably behind Wharehunga, from which he could see across the strait he was later to sail through and name. He also took the pinnace some fifteen miles up the Sound, which would bring him about level with Curious Cove. A pennant was raised on Cape Jackson and a cairn of stones built. A flag was flown on Motuara Island and formal possession taken of 'this island and adjacent lands in the name of King George the Third'. The Sound was named after the Queen: Charlotte.

A few days later Cook left to circumnavigate the South Island, returning to Admiralty Bay after eighty days and then departing for England.

Cook made copious notes of his observations. They are too extensive to quote here but tribute should be paid to their extraordinary accuracy and thoroughness. For instance, he gives the correct depths of the rocks in the reefs off Cape Jackson and considering that only a hand lead-line was used this must have been a fine piece of seamanship in that tide-race where slack-water lasts only about quarter-of-an-hour. In the parts of the Sound he visited he estimated there were about three to four hundred Maoris, and he comments that they appeared to be much poorer than in other districts; the canoes carried no ornamentation, the dwellings were poor, and the people were in a constant state of warfare. Bush and sea birds, fish, fern-root, berries and a few plants were eaten, but no land seemed to be under cultivation.

In 1773, on his second voyage, Cook again visited Ship Cove, this time with the barks *Resolution* and *Adventure*. Approaching the entrance he discovered a solitary rock, one-and-a-half leagues off Cape Koamaru. This is now known as Cook Rock and is just a lone pinnacle, awash at low water but with fifty fathoms all round it.

A patch was cleared at Motuara Island, and tents were erected for those sick with scurvy. Every day boats were sent away to collect 'scurvy grass and celery' which was boiled for all the crew to combat the lack of vegetables. We do not know what grass was used, but 'celery' was almost certainly what the Maoris called *puha* or *raraki*—the common sow-thistle.

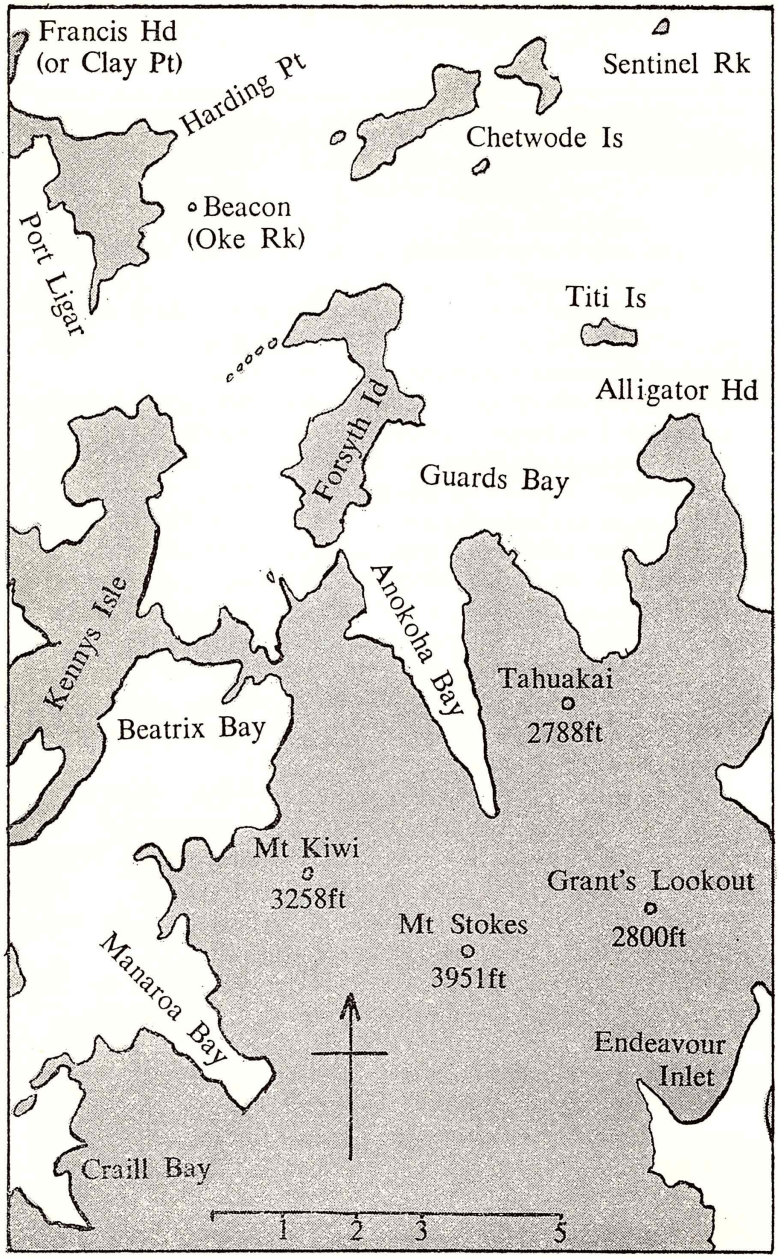
An observatory was set up on the small island at the southern end of Motuara Island where at low water it was, and still is, possible to walk across dry-foot.

A pair of goats and a boar and two sows were put ashore, also a ewe and a ram but these died from eating some poisonous plant, probably *tutu*. Gardens were dug on both Motuara and Long Island and potatoes, turnips, parsnips and carrots were planted. Numerous seals were seen and Cook recorded they were the largest he had ever encountered.

After three weeks both ships left for Tahiti and elsewhere, returning to Ship Cove four months later. Here one of the sows was found to be alive and very tame. Another boar and two sows, two cocks and two hens were liberated. It may be of interest to pig-hunters to know that all the pigs Cook left were black, so any wild pigs with white on them are not really true 'Captain Cookers'.

During this cruise the *Adventure* had been separated from *Resolution* and did not arrive at the Cove until a few days after Cook had left to continue his Pacific explorations. After staying seventeen days Captain Furneaux sent a boat's crew of ten men to East Bay to gather wild greens. When they failed to return the launch was sent to investigate, and returned about midnight with the gruesome details of how the cutter's crew had been massacred and eaten in Grass Cove.

When Cook again returned to Ship Cove, evidence was found that the *Adventure* had been and gone; and vague rumours of trouble caused some alarm. On this visit a pinnace was sent to investigate the channel that was thought to connect with the open sea to the eastward. The channel was


Francis Hd
(or Clay Pt)
Harding Pt
Sentinel Rk
Chetwode Is
Beacon
(Oke Rk)
Port Ligar
Titi Is
Alligator Hd
Forsyth Id
Guards Bay
Kennys Isle
Anokoha Bay
Tahuakai
2788ft
Beatrix Bay
Mt Kiwi
3258ft
Grant's Lookout
2800ft
Mt Stokes
3951ft
Manaroa Bay
Endeavour
Inlet
Craill Bay
1
2
3
5

proved, but for some reason was left unnamed until 1839 when the *Tory* became the first ship to sail through.

On Cook's third voyage, undertaken by *Resolution* and *Discovery,* he visited Ship Cove for the fifth and last time. Again he planted vegetables and liberated two goats and two pigs. It was not till this voyage that he heard tales of other ships that had been in the vicinity of the north-east coast of the South Island, and it seems almost certain that these were de Surville's *Saint Jean Baptiste* in 1769 and probably Marion Dufresne's *Mascarina* three years later.

On 25th February 1777 *Resolution* and *Discovery* left the Sound to continue the voyage on which Cook was to lose his life. He was killed by the natives of the Sandwich Islands in 1779.

One hundred and thirty-six years after Cook left these shores a memorial was erected at Ship Cove. If you ever go on a launch trip to see this please do not scratch your name on the marble tablets, or desecrate them with cheap rhymes. Captain Cook's greatness deserves respect.

By 1809 whalers visiting this part of the coast took back tales of large quantities of flax growing in the gullies. The area was probably quite well known some years before this. Sealers were operating at Dusky Sound in the south as early as 1792 and as Cook had frequently mentioned the presence of seals, which seem to have been in considerable numbers all round the coast of the South Island, the Marlborough Sounds are sure to have been visited by sealing ships.

In 1820 Thaddeus Bellinghausen, in command of a Russian expedition to the South Pacific, anchored off Motuara Island for nine days and explored up the Sound about the same distance as Cook had, but he does not seem to have been the cartographer that his predecessor was. He remarks that the Maoris had greatly decreased in numbers since Cook's visit only fifty years before. He gathered wild cabbage from the garden on Motuara Island that Furneaux had planted. Although potatoes were being cultivated by the Maoris they were regarded as being too precious to sell.

Bellinghausen also mentions the absence of green on the hills and reports that they were of a yellow colour, probably due to the native grasses as is the case today.

The next visitor was Dumont d'Urville in the corvette *Astrolabe* in 1827. The French explorer spent five days in Current Basin trying to get from Tasman Bay through the narrows that he was to name French Pass. A dangerous reef extends almost the entire width and *Astrolabe* struck twice but did only superficial damage. After sailing into Admiralty Bay, d'Urville made notes of the main features that Tasman and Cook had neglected. Not much time was spent in the locality as he wanted to test Cook's suggestion that Queen Charlotte Sound was connected to Port Underwood in Cloudy Bay.

In the same year Captain John Guard accidentally discovered Tory Channel from seaward. Shortly afterwards he started the whaling station at Te Awaiti, and from this time onwards the white population of the Sounds increased steadily.

The next important discovery was that of Lieut. Chetwode in H.M.S *Pelorus*, who entered Pelorus Sound in 1838 with the whaler John Guard acting as pilot.

In 1839, the New Zealand Company's ship *Tory*, investigating sites for the Company's first settlement, sailed from Ship Cove on the way to Wellington Harbour through the channel which now bears the name of the ship.

COOK STRAIT & TORY CHANNEL

COOK Strait was known to the old sailing men as the Windpipe of the Pacific—and it still deserves that name. The Maoris called it Raukawa, a bitter wind. From Wellington Head, about two miles north-east from the entrance to Tory Channel, it is a mere twelve miles across to Cape Terawhiti on the North Island. The soundings vary considerably and drop to about 150 fathoms; and the strong tides fanned by gales from alternating directions can make a crossing anything but comfortable. At other times the surface is as smooth as glass, so much so that in 1954 the trip was made by two canvas canoes. Many small yachts and launches cross every year but in most cases they are skippered by men with local knowledge—or certainly should be.

Several attempts have been made to swim Cook Strait but the cold has always defeated them. There is a story that many years ago a Maori woman with a baby on her back swam from Kapiti Island to D'Urville Island to escape from Te Rauparaha, 'the Maori Napoleon'. The shortest distance would be forty-two sea miles, so the story is unlikely to be true.

THE BROTHERS islands lie about three miles east-south-east from Cape Koamaru and are known for an important lighthouse 250 ft above sea level and visible on a clear night for 22 miles. A lower red sector in the same tower shows a five-degree arc over the Cook Rock mentioned earlier. There are four keepers in permanent residence and the station is connected to the mainland by both telephone and radiotelephone. The very rare tuatara 'lizards' are found on the islands.

AWASH ROCKS (Tokiare) lie 2½ miles south of the Brothers. They dry to six feet and are right in the fairway of coastal shipping, and are unlit and unbuoyed.

WELLINGTON HEAD. One early morning in 1872 the three-masted barque *City of Newcastle* drifted on to the head. No shock was felt but the ship was wedged firmly between the rocks and became a total loss. Two men were drowned and the others, who included several women and children, suffered considerable hardships before being rescued. The master's ticket was cancelled.

TORY CHANNEL ENTRANCE. On approaching Tory Channel one can see the whalers' look-out hut and R/T masts on the ridge above West Head. From here the look-out can see the plume of steam of a whale blowing two-thirds of the distance across Cook Strait; and if not otherwise employed, the mother-ship, *Tuatea,* will lie out at this range so that the whole width can be kept under observation. Not many whales go through in the daylight hours without being seen.

In 1879 and 1882 two schooners and a brigantine were wrecked in the Channel entrance but without loss of life.

The 10,000-ton *Wanganella* is reputed to be the largest ship to have used the Channel.

Just inside the entrance to Tory Channel is the Taranaki Rock which is awash at half-tide. In 1878 the paddle-steamer *Taranaki* ran up on the end of the short reef and was for a time stuck fast. All the hundred persons aboard reached the shore safely before the ship slid off and sank in deep water. She lay in 12½ fathoms for over a year before she was refloated—a notable achievement for those days. For another ten years this ship traded round the coast of New Zealand before being completely wrecked near Tauranga.

WHEKENUI (Big Octopus) is straight opposite the entrance to Tory Channel. It was once the site of a whaling station run by Joseph Toms. About 950 A.D. the legendary Maori warrior, Kupe, chased an octopus across the Pacific and killed it here, discovering the South Island at the same time.

FISHING BAY did not become a whaling station until 1922. Although it does not appear a very impressive place from

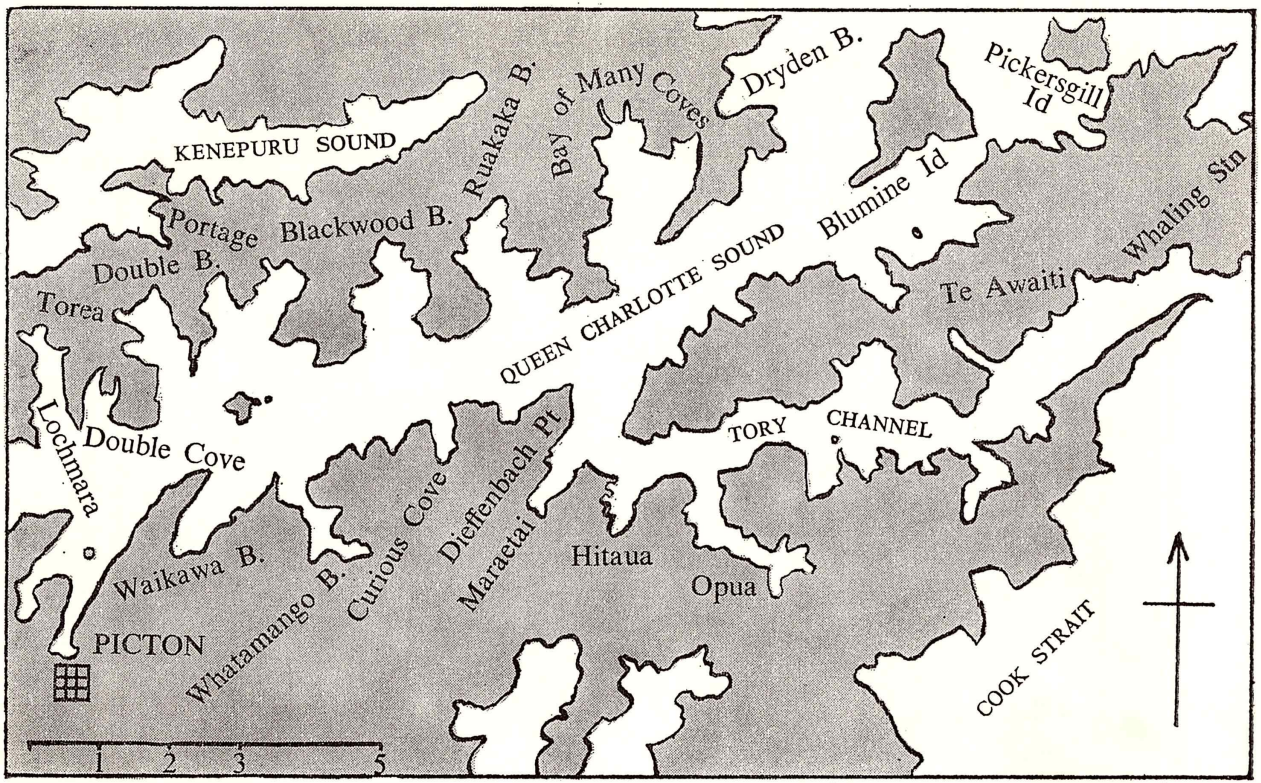
the sea, it is a most efficiently equipped and operated establishment and contains much expensive machinery. Until fairly recently surplus whale-meat and all the offal was slid back into the sea to drift away with the tide. Now it is processed to make fertiliser and stock-food; nothing is wasted. Most of the oil comes from the blubber, but the finest quality is steamed out of the bones in huge 'digesters' after being cut up with power-saws. It used to be quite a hazard for sight-seeing launches trying to avoid getting propellers tangled in the masses of floating intestines. If this happened the cooling systems could become choked with minced whale-gut. Nearly every year enormous sharks are caught, usually by means of a harpoon fired from a 'chaser'; for these fish, small compared with a whale, it is not necessary to charge the harpoon-head with blasting powder. Sharks are ignored if under about 12 feet; the biggest caught so far was 23 feet.

Whaling harpoons are fired from a gun with a bore of about $1\frac{3}{4}$ inches and using a cartridge something like that of a shotgun. A cut-down Bofors anti-aircraft gun makes an effective weapon and is mounted on a 'post' in the bow of the 'chaser'.

The harpoon-head is pyramidal, sharp, and charged with blasting-powder which is activated by a time-fuse 10 seconds after leaving the gun. The explosion inside the whale may not kill it immediately but will slow it up for further attention. Chasers carry 150 fathoms of $\frac{5}{8}''$ diameter nylon rope.

When the season opens the bay soon becomes filled with thousands of birds that become so satiated with offal that they can only rise off the water with great difficulty. Wide-winged albatrosses, mollymawks, goobies from far out to sea, and the many small coastal types, mutton-birds, petrels, and common gulls, all make a continuous cacophony of sound. The smell is overpowering.

Present-day catches range from 100 to 250 whales in a season. A good humpback weighs a ton a foot, is about 40 to 45 feet long, and will yield seven or eight tons of oil. This


KENEPURU SOUND
Portage
Blackwood B.
Ruakaka B.
Bay of Many Coves
Dryden B.
Pickersgill Id
Double B.
Torea
QUEEN CHARLOTTE SOUND
Blumine Id
Whaling Stn
Te Awaiti
Lochmara
Double Cove
TORY CHANNEL
Curious Cove
Dieffenbach Pt
Maraetai
Hitaua
Opua
Waikawa B.
Whatamango B.
PICTON
COOK STRAIT
1 2 3 5

is used in margarine, paint, tanning, and as a fixer in ladies' scent. (Visitors have remarked that the scent round the factory would fix anything.) Whale-meat is excellent dog-food, is much heavier than beef and, properly cooked, makes good eating for humans, also.

From May to July whales make their annual migration up through Cook Strait and chasers may go right across to make a kill. Chasers are 38 feet long, are powered by 200 to 500 h.p. engines, and travel up to 25 or 30 knots. Until recently petrol engines were used because of the lower weight, but now a change-over to diesel is being made. The crew consists of a gunner and a driver. If undisturbed a humpback whale travels at about six knots. Excursion launches from Picton go to the station every day during the season.

TE AWAITI. In 1827 John Guard in his 36-ton schooner *Waterloo,* while fighting a storm in Cook Strait, became becalmed under the high bluffs and was swept by the tide into what was later to be known as Tory Channel. He anchored off Te Awaiti, calling it Fairhaven, and returned the same year to found the first whaling station there. By 1830 Fairhaven had become known as the township of Wickett; by 1840 there were 240 whites and the settlement was described as 'the most considerable township in the South Island'. Joseph Toms, who succeeded Guard, is buried there under the oldest gravestone in the South Island. There are still old try-pots lying near the beach, and in some places whales' ribs mark the graves of early whalers; they also mark the old fence lines, where they were used for posts. For over 130 years whalers have been operating from Tory Channel.

In 1830 Guard delivered his first consignment of whale-oil to Sydney. There he married Betty Parker and brought her back to Te Awaiti. Betty's son, born in 1831, was the first white child born in the South Island, and a daughter followed a year later.

JACKSON'S BAY. James Jackson ran his own whaling station in this bay in the 1830s. The hulk on the beach is the

John Anderson, built in Lyttelton, which traded on the New Zealand coast for many years.

TE PANGU. There is a guest-house here. When the Wellington steamer passes the whistle is sounded opposite Te Pangu and the people there ring Picton to let the wharf officials know she is on time or, very occasionally, otherwise.

MOIOIO ISLAND is a small islet near Te Pangu that was heavily fortified by the Maoris. In 1839 Dieffenbach reported that 150 Maoris lived there and there was a rival *pa* on the point opposite. The natives would harpoon a whale and sell it to the first pakeha boat that could catch up. As they were not able to handle it themselves they were paid £20 for their trouble. Whales came into Tory Channel more in those days than they do now. A Wesleyan mission was at one time set up on the island, but later it was used as a burial ground. H.M.S. *Pelorus* was once sent to investigate some stealing and to impress the natives fired a few rounds into the palisadings, which flew in all directions as, no doubt, did the inhabitants. The stolen articles were promptly returned together with many other things the pakehas did not know were missing. Moioio is the Maori name for the common little blue penguin.

ONAPUA contains a small bay called Missionary Bay to which the Rev. Mr Ironside, a pioneer Wesleyan missionary, used to walk over the hill from Port Underwood. On occasion the Maoris hauled their canoes over the 800 ft saddle also.

HITAUA. The famous northern chief, Te Rauparaha, once sent word to the Tory Channel Maoris that he was coming from Kaikoura to raid them, so the Channel natives in their canoes formed a reception committee at the Heads. Te Rauparaha skidded his canoes over the hill above Hitaua and came in the back door for a complete victory.

HEAPHY POINT [Ruamoko]. There is deep water close-to, but on a foggy night before the days of radar the ferry

steamer *Tamahine* went too close and lost her port propeller here. It was recovered by skin divers in 1956.

DIEFFENBACH POINT is at the inner end of Tory Channel. It has a flashing light and a longish reef of kelp. Dieffenbach was the German naturalist and surgeon who sailed in the *Tory* in 1839. With Captain Hebberley, a whaler, he was the first to climb Mount Egmont.

The history of this area has been mentioned because for some years it was by far the most important part of the South Island, and may well have been the first area in the South Island to contain permanent settlement. Although the sealing gangs in Dusky Sound, in the far south-west, were operating from 1792 onwards and may have exceeded the inhabitants of Tory Channel in numbers, they did not remain after wiping out hundreds of thousands of seals as the coast down there is too inhospitable ever to support a permanent population.

PICTON & QUEEN CHARLOTTE SOUND

THE Maori name for Picton was Waitohi, possibly after Rangihaeata's daughter who is said to have been burnt in a scrub fire here. An earlier name was Urukakea, which some say has the unattractive meaning of 'festered head'.

The resident population of the borough is about 2,500 but during the summer holiday season this figure is more than doubled by visitors to the various hotels, motels, cabins and camping grounds. This is one of the reasons the borough rates are sometimes considered fairly high: this small town of under 700 ratepayers must provide amenities for a nomadic host that stays only about four months of the year. However, reasonably successful efforts are now being made to extend the invasion season.

From Picton to Blenheim is 18 miles, to Havelock 24 miles, Nelson 90, Christchurch 218, Bluff 600. It is 52 miles to Wellington by sea and 40 by air to Nelson. Picton is within 200 air-miles of nine of New Zealand's fifteen cities.

Some 150,000 people visit the Marlborough Sounds each year and most of them pass through Picton. There are plenty of holiday attractions in and near the town and all sports are catered for. Scenic trips can be made by land or water. The harbour is large enough to take the biggest ships and shallow enough to allow safe anchorage for all types of pleasure craft. Extensive harbour development is now being carried out to accommodate the 4,000-ton car/rail ferry which is commencing service across Cook Strait in 1962.

Latitude 41 degrees 18 minutes South passes through Wellington, Picton and Nelson; Picton is exactly half-way between the other two.

Some miscellaneous historical facts about Picton:

1832. Captain Stein, in the *William the Fourth,* discovered Waitohi (population, 200 Maoris) and named it Horne's Bay

after his ship-owners. Apparently unaware of earlier European visitors he also named Queen Charlotte Sound 'Queen Adelaide River' and Tory Channel 'William the Fourth River'.

1845. First European resident was probably a man named McDonald, though some accounts say he was not living at Waitohi but at Shakespeare Bay next door.

1847. Horne's Bay became Newton. Names were changed successively to Raleigh, Wakefield, Cromwell, Beaconsfield and finally, in 1859, to Picton, after Sir Thomas Picton, hero of Badajoz, one of Wellington's commanders in the Peninsula War.

1848. Waitohi was bought from the Maoris for £100 cash and £200 to be spent on preparing a new *pa* at Waikawa. A town site was surveyed.

1859. Marlborough was proclaimed a separate Province, independent of Nelson, and two years later Picton became the provincial capital.

1862. The first Marlborough wool was shipped from Picton.

1864. There was a brief gold rush to Wakamarina and some £100,000 worth was shipped from Picton. The population rose from a hundred to about 3,000 itinerant diggers. But the boom ended the next year just as suddenly.

1865. The capital was moved to Blenheim. Coal was discovered at Elevation, the saddle behind Picton township, and also at Shakespeare Bay.

1872. The ship *Schiethalion* brought 140 railway construction men to Picton. Their wages were five shillings a day.

1875. The railway to Blenheim was opened, although it stopped short at the Opawa River until that was bridged in 1880. At that time each town had a population of some 700.

1878. Immigrants arrived at Picton by the *Edwin Fox,* which for many years has been a hulk on the western side of the harbour.

1885. The first direct shipment of frozen meat was made

from Picton to England by the ship *Lyttelton*. The lighthouses at Cape Jackson and French Pass were built. Gold was discovered at Mahakipawa but water prevented payable work.

BAYS AND ISLANDS OF QUEEN CHARLOTTE SOUND

Leaving Dieffenbach Point, just inside Tory Channel, we will head towards Picton, thence round the Grove Arm and out to the northern entrance, describing the islands and bays on the way.

CURIOUS COVE, also known as Kahikatea, is about 8 miles from Picton. During World War II a convalescent camp was built there for the American Navy but was never occupied. It was used by the Air Force as a rest camp for about a year and after the war was bought by a syndicate and turned into a holiday camp; the original plan has been changed in recent years and only organised parties are now catered for. Tramping clubs, youth movements, congresses, etc., find this an excellent setting for annual meetings. During the season a launch chartered from one of the commercial launch firms in Picton is based at the Cove.

MONKEY BAY. It is difficult to explain this name satisfactorily. Some have suggested that an opossum was mistaken for a monkey but there were no opossums here in the early days. A more likely tale is that a pet monkey was lost here by a sailor. The Maori name was Ngauruhonue which is not polite.

WHATAMANGO BAY. The road to Port Underwood can be seen winding up the facing and over the saddle. This is a pleasant drive in dry weather with extensive views on both sides of the main range. Cars can pass if reasonable care is exercised. Remember that the driver coming downhill in the late afternoon will have the sun in his eyes.

WAIKAWA BAY is now a suburb of Picton, 3½ miles away by road. It is a good anchorage. There are baches for hire and a motor camp.

MABEL ISLAND was named after the eldest daughter of Colonel Sir Thomas Gore-Brown, the first Governor to visit Picton, in 1859. Gore-Brown also suggested the names for Blenheim and Marlborough when the Wairau broke away from Nelson to become a separate province. The island, $1\frac{1}{4}$ miles from the Picton foreshore, is a scenic reserve and a sanctuary for the hordes of starlings that go there to roost at night. It was once a fortified *pa* and later a burial ground. It is right in the middle of the harbour and, being lower than the surrounding hills, is very difficult to see at night. Some years ago the *Mapourika* (later the first *Ngaio*) ran aground in a fog but was refloated next morning without damage. A flashing light was erected on the island in 1960.

GROVE ARM extends westwards from Picton harbour for $5\frac{1}{2}$ miles to the head of the Sound. Its name comes from the magnificent grove of timber that once grew there. There are numerous heaps of stone in the shallow water where the old sailing ships dumped their ballast before taking on timber.

ONAHAU BAY is a deep bay on the northern side of the Grove Arm, and it is at the head of this bay that a narrow neck separates the two main sounds. On the eastern side of the entrance is Post Office Rock where mails used to be left for the Kenepuru and Bay residents to collect before the advent of power boats. There are several holiday-cabin establishments here.

LOCHMARA is another deep bay with many private baches and some for hire, also.

DOUBLE COVE also has a number of baches and cabins. The tame fish nearby are a great attraction. Excursion launches regularly go to watch the cod, terakihi and snapper being hand-fed.

ALLPORT'S ISLAND gets its name from a Picton boarding-house keeper who had a bach on the island and ran Angora goats there years ago. It was suspected he had a whisky still and the island was searched several times. However it was not until Allport's death that the still was found to be in the

chimney of his boarding-house in the middle of Picton. A useful chap! At one time rabbits were introduced and soon over-ran the island. They ate the grass and ringbarked the trees, killing all the bush before they themselves starved to death. For many years now the island has been a scenic reserve and the forest again has a firm hold.

PERANO SHOAL, outside Blackwood Bay, has three fathoms of water, and is marked with a buoy.

LUKE ROCK, outside Ruakaka, is marked by an unlit basket-beacon on the western edge of about two acres of shallow rocks, and is right in the fairway from Bull Head to the Snout. It is extremely difficult to judge its whereabouts on a dark night. The rocks are covered by three feet at low tide.

FARNHAM FOREST, on Snake Point, was planted by a private company during the depression of the 1930s. There is a long reef off the point.

ENDEAVOUR INLET has had a chequered history and the following details may not be entirely accurate owing to the widely different stories that have been handed down.

About 1875 antimony was discovered and was mined up till 1896. This took place at the head of the bay where Mr Williams now lives. From all accounts it must have been a biggish concern employing 300 men in a properly laid out township; 200 children went to the school. The mines were well up the valley and one drive went right through the hill to the Port Gore side. Later attempts were made to extract antimony from the hills on the eastern side of the bay but these proved to be uneconomic. Some of the earlier production was shipped direct to England by sailing-ships that berthed at a wharf at the head of the bay, but most went to Wellington by smaller vessels.

Up till about 1920 there were sheep and dairy farms all round the Inlet, and butter was sent to Picton twice a week by steam-driven launches, about 25 feet long.

There is a twenty-minute walk to the saddle overlooking

the Kenepuru Flats and Sound. The track starts in a small bay with a jetty on the south side of Big Bay.

RESOLUTION BAY, a small bay just inside Scott Point (known locally as the Poplars), was once the home of a fisherman who developed the unpleasant habit of murdering his babies; and as sometimes happens in such cases, he suffered a fatal fall in Picton gaol. Resolution Bay was once well populated with farmers and fishermen, and supported a school of some twenty youngsters. A timber-mill was operating in 1900, and the five farms supplied butter to Picton. Most of this land has since gone back to the Crown. The one family of permanent occupants milks some cows and has several baches to let. The fishing in these parts is as good as anywhere in the Sound, and frosts are practically unknown.

SHIP COVE has already been mentioned. It is now a well-known picnic spot with a good wharf, and tourist fishing-parties usually call in at lunch-time to boil the billy and have a swim. From about 1870 to 1890 a Scandinavian shipwright named Berg had a flourishing business in the bay and built some of the finest racing yachts of the time. *Xarifa* was outstanding and well known for many years. The remains of Berg's brick chimney are still there. The square patch of ferns on the hillside is where he had his cow-paddock, and is not where Captain Cook cut timber for his boilers, as I have been told! For some years the local farmers cut cocksfoot seed on this patch but now it has gone back to an almost pure stand of nikau palms. Berg also planted the cherry trees that grow near the path to the shelter-shed but many have been washed away by floods.

The Cook memorial was erected in 1913.

COOK'S TREE COVE is the small bay to the east of Ship Cove where Cook is reputed to have moored his ships to a large tree on the waterline. Legend says that this tree had *Cook* carved on it and was cut down for timber about the turn of the century.

CANNIBAL COVE was once known as Ravenscliff and was the site of a dairy farm. Apparently the owners differed from the other farmers in that they took the cream to Picton and had it made into butter there. They were among the first launch-owners in the Sound, having a steam-driven 23-foot boat that ran the cream up twice a week.

The pioneer missionary, Mr Ironside, organised the local Maoris to build here what was then the largest building in New Zealand—160 feet long and 42 feet wide, it was built of tree-trunks and manuka and thatched with nikau palms, Maori fashion. It was used for church services and meetings.

MOTUARA ISLAND used to run some 180 sheep till about 1920, but is now a reserve. It was an important place in Cook's day, as has already been mentioned.

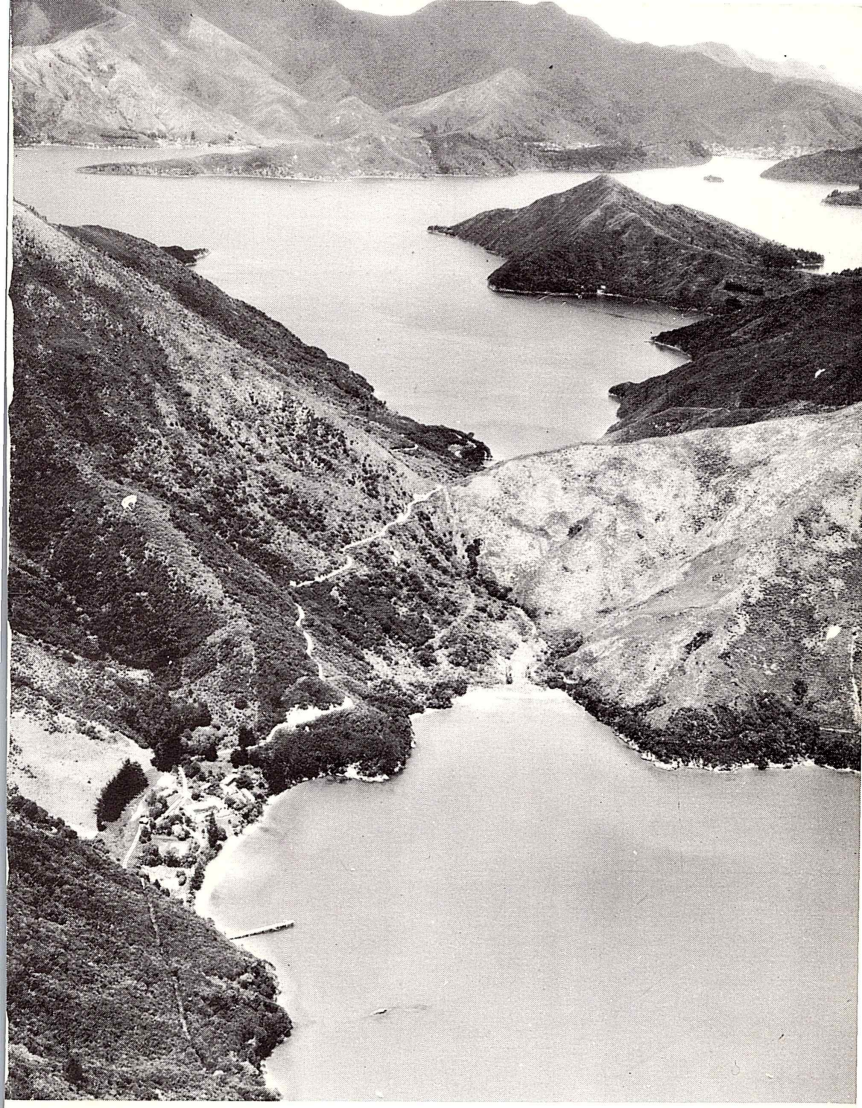
LONG ISLAND was cleared in parts and ran 300 to 400 sheep in the '90s. There used to be a small cottage on the sandspit where the owner lived a lonely life tending his flocks and cultivating a very good garden. Now the gulls have taken over the sandspit for a nesting ground.

BLUMINE AND PICKERSGILL ISLANDS have both been farmed and are now reserves. The large three-inch bush-snails are found on Blumine Island.

GRASS COVE is a small bay on the south side of Wharehunga. This is where the *Adventure's* men were eaten.

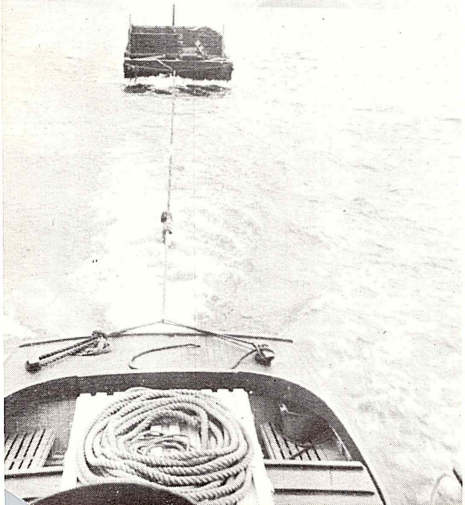
ARAPAWA ISLAND bounds the northern end of Queen Charlotte Sound on the east side, the Tory Channel on the northwest. East Bay is the largest inlet and once had a big Maori population. To-day most of this land is still Maori-owned and some of it is very well farmed.

THE WHITE ROCKS lie about 1½ miles north-east of Cape Koamaru and are surrounded by a very good fishing ground when there is not too much tide or wind. The rare King or Corunculated Shags have a rookery on these exposed sixty-foot-high pinnacles.



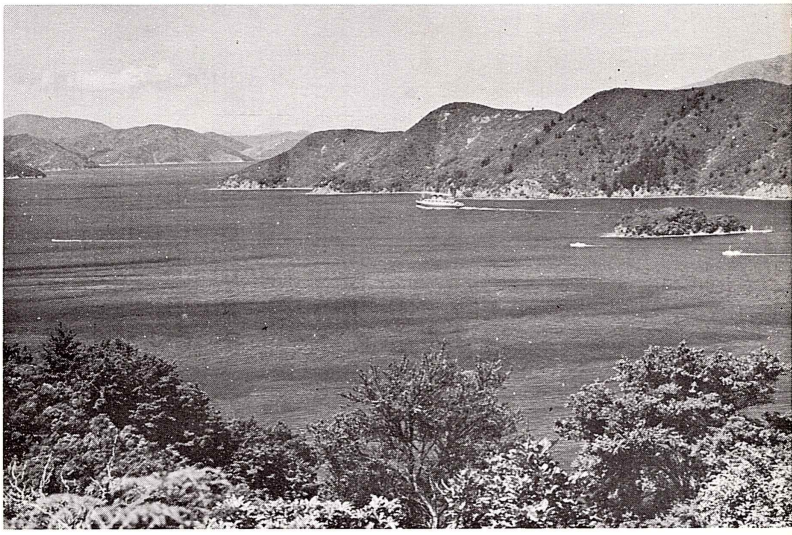
A view from above the Portage in Kenepuru Sound, looking across to Queen Charlotte Sound with Picton in the distance.

Onahau Bay (*right foreground*), showing the site of the proposed cut or tunnel to connect Queen Charlotte Sound with Kenepuru Sound (*left*).

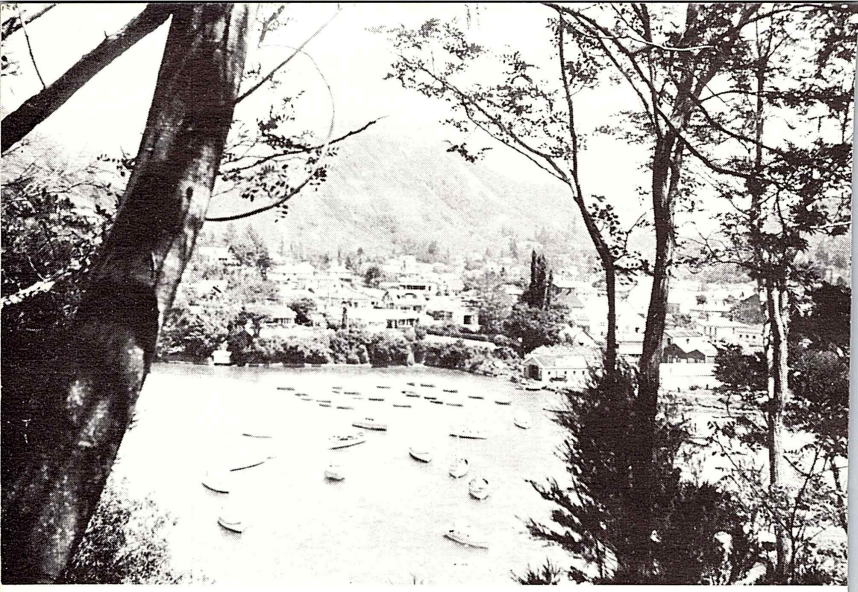


A punt used for transporting stock and farm materials being towed by a launch in Queen Charlotte Sound.

Te Mahia, a haven for holiday-makers in Kenepuru Sound.



The inter-island steamer *Rangitira* in Queen Charlotte Sound.



Two views of Picton, 'capital' of the Sounds. *Above*: A glimpse from the Domain Hill. *Below*: The Italian cruise ship *Aurelia* berthed at Picton.

PORT UNDERWOOD

THE seaward entrance to Port Underwood is sixteen miles to the south of Tory Channel heads, but although there are plenty of good anchorages the Port is not often visited by yachtsmen. Fishermen working their crayfish pots along the coast are frequent overnight callers.

Port Underwood has no connection by water with Queen Charlotte Sound but a recently-built road from Picton allows access by car through to Hakahaka. In places the grade is steep and it is not advisable to take a caravan if the surface is wet or greasy, but the Automobile Association will advise on this. Preparatory to the laying of the Cook Strait cable another road is being cut along the coast from Blenheim, round the twin heads of the Port, to Fighting Bay on the outer coast. This will join up with the road to Picton at Hakahaka.

The Port is noted mainly for its whaling history. After John Guard left Te Awaiti in 1832 he set up business in Kakapo Bay and soon other shore stations were established in Tom Cane's Bay, Kakapo, and Ocean Bay on the western side; and in Pipi and Cutters Bays on the eastern. In some bays two or three different gangs were operating, often in bitter opposition. In 1834-5 about a hundred pakehas and three hundred and fifty Maoris were engaged in whaling, and often between one and two dozen ships were waiting for cargoes of oil and bone; but the industry died out about 1847, although it continued to flourish at Te Awaiti under Joseph Toms. Guard purchased Kakapo from the Maoris for a large cask of tobacco, five pieces of print, ten axes, eight iron pots and twenty blankets given to the chiefs, Rangihaeata and Te Rauparaha.

Robin Hood Bay was too exposed to the open sea to be

used for a whaling station but a large *pa* here supplied much of the labour needed at the Port.

In 1840 the Rev. Samuel Ironside, the Wesleyan missionary, was landed on the beach at Kakapo Bay and for some time he and his wife lived in a squat raupo *whare* that also served as church and schoolroom. Soon Ironside had a large following who became so disgusted at the dissolute behaviour of the whalers that they moved to Ngakuta at the head of the Port. Here they erected a 25-feet-square building in which the Ironside's bedroom was partitioned off with carpets and rugs. It was built of slabs, it leaked, it had no windows, and for some time no fireplace either. Later a large church was built, 66 feet long, 36 feet wide, and Maoris came from great distances to attend services at this Church of Ebeneezer as it was called.

During the three years that Ironside was at Port Underwood he had enormous influence on the Maoris and paid many visits to Tasman Bay, D'Urville Island, and further down the East Coast.

Soon after the Wairau bloodshed in 1843 most of the natives left Port Underwood fearing revenge from the *pakeha.* The mission station was abandoned, the buildings fell into decay, and the whalers used the timber for firewood. The remains of Ironside's stone chimney may still be seen in what is now a peaceful farming valley. In March 1960 there was a Methodist 'pilgrimage' to Ngakuta Bay to erect a memorial to Mr Ironside.

In 1847, F. A. Weld landed three thousand sheep in the charge of Jerome Flood at Cutters Bay. Most of them were later boated over to Ocean Bay and driven to the Wairau, those left had either developed scab or wandered in the scrub. The unmarked grave of Jerome Flood, who was the first shepherd in the South Island, is on a low ridge in Ngakuta Bay.

In 1840 the barque *Hope* landed cattle at Kakapo Bay but the Maoris would not let them be driven further than Ocean Bay and they were abandoned in the bush to run wild.

HORAHORA-KAKAHU ISLAND is near the entrance to Port Underwood. In 1840 Captain Hobson, who was ill at the time, sent Major Bunbury with Captain Nias in H.M.S. *Herald* to Cook Strait to solicit more signatures to the Treaty of Waitangi; it was aboard the *Herald* anchored in Pipi Bay near this island that the local chiefs put their marks to the Treaty. The party then went on to Horahora-Kakahu Island and British sovereignty was proclaimed over the South Island. (It is interesting to note that neither Cook nor Bunbury were actually on the South Island mainland when they took possession of it.)

HAVELOCK & PELORUS SOUND

IT would take a book in itself to describe all the anchorages, hazards, scenery, guest-houses and tourist attractions in Pelorus Sound; the history of timber-milling alone would fill many pages. But it is hoped that this chapter will be enough to tempt the reader to go and see for himself. He will not be disappointed.

When one enters Pelorus Sound from the east, Titi Island is passed to starboard, a mile off Alligator Head. It is a bird sanctuary with a long reef to the east that bares at half-tide. It is about seven hundred yards long and there is a good cod and groper ground at the end.

TITIRANGI BAY has a good steamer wharf for loading wool and livestock and there is a restricted but safe anchorage behind the small island nearby. Titirangi station runs up to 9,000 sheep.

ANAKOHA BAY has a wharf near the homestead and further in, behind a sandspit, there is a small deep hole where one can anchor with complete safety among the mud-flats. It would be as well for strangers to enquire from the residents before entering.

ALLEN STRAIT or GUARD'S PASS has about seven fathoms on the south east side. The tide can run at three or four knots, and there are rocks on the point.

FORSYTH ISLAND runs about 2,000 sheep. Pidgeon Bay is a good anchorage in easterlies.

WAKATAHURI. There is a boat-building business here and old coasters are sometimes cut up for scrap. Diesel oil and petrol are obtainable. Guest house. About 1900 there was a co-operative steam fish-freezing works.

PIRIPAUA is the narrow neck joining Kenny's Isle to the mainland. If a cut were put through it would save mail

launches and others about 12 miles of unnecessary running. About 1900 some of the local boatmen worked with picks and shovels to open up a channel but before the job was completed the project was stopped by the then landowners because they did not want to be left isolated on an island. Today a dinghy can be pushed through at high water and it would take only about £100 to make a launch passage usable at all but the lowest tides. Kenny's Isle once ran 11,000 sheep but now has only about half that number.

KETU BAY is a good anchorage in the north-east corner.

LAVERIQUE BAY in BEATRIX BAY once ran 2,000 sheep, and 80 cows were milked, the cream being sent to the Pinohia dairy factory.

CLOVA BAY has extensive flats and was probably the first settlement in Pelorus Sound.

HOPAI. A Christmas sports meeting is held each year when settlers come from far and wide to enter for the launch races, chopping, flat racing, tug-o-wars and similar competitions.

MANAROA BAY. From the early times there have been timber mills in this area. There is a 5-mile motor road over the hills to Waitaria in Kenepuru Sound.

ELIE BAY has a guest house.

CRAIL BAY has a homestead and motor road to St Omer in Kenepuru.

KENEPURU SOUND is a 12-mile off-shoot of Pelorus. Access to it is by water from Havelock; or by launch from Picton to either Torea then over the hill to the Portage Hotel, or to Onahau and over the hill to Te Mahia Hotel. There are several guest-houses across the sound from these two hotels. Yachtsmen should be careful of the extensive shoals at Kenepuru Head and of ballast heaps in all shallows where timber scows dumped rocks.

MAHAU SOUND is mostly mud-flat at low tide.

MOETAPU is a good south-east anchorage. Water sports

meetings are sometimes held here by the Sounds residents. There is as yet no road access.

MAHAKIPAWA ARM is another mud-flat sound.

HAVELOCK is a small town on the main road between Blenheim and Nelson. At one time it was a thriving timber and gold rush town of some 3,000 people. The harbour is tidal and only small craft can work their way up the channel into the mouth of the Pelorus River; large overseas sailing-ships had to anchor in Hood's Bay, opposite Kaiuma, to await their cargoes which were rafted the four miles out to the ship. There are still many large heaps of stone in the bays where these old ships unloaded ballast before taking on timber.

Havelock's population is about 200. It is 25 miles from Blenheim, 48 from Nelson, 40 from Picton, by the faster route through Spring Creek, but only 24 over the scenic Queen Charlotte Drive that skirts the heads of both sounds. There is a cottage hospital and a resident doctor. A large camping ground has been formed, also some motel blocks. The town is supported mainly by the fertile valley known as Havelock Suburban, and as a base serving Pelorus Sound.

Owing to the tidal nature of the harbour, launches are kept in 'pens' and sit on the bottom soon after half-tide, but in spite of these difficulties 30,000 sheep, 1,000 head of cattle, and about 8 000 tons of freight pass over the wharf annually. All the heavy freight is transported in punts towed by launches. One such punt can carry 28,000 super-feet of timber or about 600 medium sized sheep. Considerable quantities of fish once passed through Havelock but this freight now goes mostly through Nelson or Picton.

The rainfall is about 60 inches and the climate is a pleasant one. There is some good hunting not far from the town but this is mostly on crown land and permission must be obtained. Fly fishing is available in the Pelorous, Rai, and Wakamarino rivers, and there is accommodation at the Rai and Canvastown. There is also a camping ground at Pelorus Bridge.

WHATANIHI is a pleasant guest house in farm surroundings.

RIMU BAY was milled in the early part of the century and again during the depression in the '30s.

PINOHIA and PARADISE BAY. Telephone office. There was a dairy factory here till about 1920, also a mill.

NYDIA BAY. In the early part of the century most of the bush near the water was taken up in such a way that it blocked out the back areas. To counter this a 900 ft. wharf was built to accommodate four or five steamers at a time. Then a tram-line was run up to the top of the 1500 ft. range. It continued about a mile along the ridge, and down into the Opouri Valley behind. Here a mill was somehow established and was eventually cutting 40,000 super-feet a day. One steam-hauler on the ridge hauled the loaded trucks up, and horses dragged them along the ridge to the other hauler that let them down the very steep grade to the wharf. There were bad accidents twice when trucks broke away. This would be about 1914 when timber was from 5s. to 8s. per 100 super-feet. The last mill in Nydia Bay closed in 1920.

Yachtsmen will see that there is a track marked from the bay to Tennyson Inlet Head, or World's End as it is sometimes called. If some of the more energetic passengers are put ashore in the bay on the right (when entering) they can have a pleasant walk to the Inlet. From memory it takes about two hours, and the launch and trampers will arrive about the same time, but it is most important to decide first in which bay the party is to be picked up.

CHANCE BAY in NYDIA BAY is one of the best all-weather anchorages in the Sounds. A fresh-water stream runs out on to a fairly shallow beach at the head.

DILLON BELL POINT. A small launch can be securely tucked away here in good weather.

TIRI ORA has a post office.

TAWERA POINT. Good fishing if the tide is not too strong.

TENNYSON INLET is undoubtedly the most scenically attractive of all the Marlborough Sounds. It is a narrow arm of

D'URVILLE ISLAND
French Pass
Elmslies B.
Current Basin
ADMIRALTY BAY
Bulwer
Waikawa B.
Okuri B.
Waitata B.
PELORUS SOUND
Fitzroy B.
Hallam Cove
Kennys Is
Maud Id
Elaine B.
Tawera Pt
Tennyson Inlet
North-West B.
PELORUS SOUND
Ngawhatawhitu B.
Fairy Bay
Yncyca B.
Craill Bay

some six or seven miles, with many bays, and the bush nearly everywhere comes right down to the water's edge. NGAWHATAWHITU BAY is a safe anchorage in all winds. There is a wharf at HARVEY'S BAY but this is not a good place to anchor for long if the wind is blowing up the arm. There is a permanent ranger at TUNA BAY who knows the area well. Shallows extend for a considerable distance out from the head.

ELAINE BAY, near the entrance to the inlet, is becoming very popular now that there is road access from the Rai-French Pass road. It is a safe mooring site. Commercial launches run in the summer.

BULWER was once surveyed to be a town but has never been more than a very small fishing and farming settlement.

PORT LIGAR is a sheep station, and there is a good anchorage in Homestead Bay near the head.

CHETWODE ISLANDS are outside Pelorus Sound and there is usually good fishing all round them. The two islands are joined by a reef but with care a launch can be taken through. The tide runs fairly fast. There is also good fishing round the Sentinel to the north-east of the northern island.

Caution. Chart No. N.Z. 23 puts PELORUS ROCK as being between the Haystack and the larger Chetwode (Kakaho). The Haystack is a 120 ft rock about three-quarters-of-a-mile to the east of Kakaho. The British Admiralty Chart No. 2684 puts the Pelorus Rock about one mile east of the Ninepin (Lighthouse) at the southern end of the islands—about a mile further south. The 1956 supplement to the *N.Z. Pilot* says, 'Pelorus Rock is about 1½ miles E.N.E. of the Ninepins Rock and is awash at low water'. This last is probably correct, but that does not mean the rock shown in N.Z. 23 does not exist.

THE ONAHAU CUT

For many years there has been agitation for some sort of waterway through the narrow neck between Onahau Bay in Queen Charlotte Sound and Te Mahia in Kenepuru Sound.

The distance through the hill is 29 chains and the height of the saddle is about 300 feet. On the Onahau side is a deep gully, and on the other a flat extends about 100 yards, so the actual hill part is extremely steep and narrow and the disposal of soil would not be difficult.

Launches now run from Picton to Onahau with tourists and supplies for the five guest-houses in Kenepuru Sound; the guests of three of these have to make a second launch trip after the journey over the hill.

A cutting would give access from Picton to an area about four times as large as Queen Charlotte Sound and an infinitely superior cruising ground, besides serving several sheep stations. There is nothing on the Picton side to compare with Tennyson Inlet, for instance, in extent or for native birds, good weather or scenery. The Onahau Cut would eliminate ten or fifteen miles of open-sea travelling between the entrances of the two Sounds where winds from any quarter make unpleasant conditions. Small-boat owners would have this vast area made easily accessible and this should result in a heavy increase in resident and visiting boat owners.

Probably ninety per cent of Pelorus residents, tourists, mail, fish, sheep and wool would pass through the Cut. Guest-houses and holiday baches would spring up like mushrooms; and a land boom would benefit some of the farmers who are becoming increasingly worried about the gorse, heath, and fern that is leapfrogging across the gulleys. Freight on produce and manures would be lowered and so tend to increase production. Stock from D'Urville Island and the outer Sounds could come direct to the Picton works; and the Stephens Island, French Pass, and Okuri lighthouses could be serviced much more easily.

The Onahau saddle is clay, probably with rotten rock underneath, and it is a matter for experts to decide whether a tunnel or a cutting is the better method. It would need to be at least forty feet wide at water level and eight feet deep at low tide. The tide range on the Kenepuru side is fourteen feet, but it is only eight feet on the Onahau side. Without

locks the whole tidal system in the Sounds might be upset, and no ordinary boat could travel against a foul current. Another point to be considered is this: the tide ranges would tend to level out to, say, an average level of about eleven feet on each side, so we might end up with the Kenepuru jetties all three feet too high, and the Queen Charlotte jetties and some baches several feet under water at the top of the tide! It seems that locks would be essential; and they would have to be fool-proof, if possible, so that anybody could work them.

I do not think that the cost has ever been calculated but it would be only a fraction of the money spent on the Homer Tunnel in the Milford Sound area, for instance. Milford is closed to tourists for several months of each year, while the Marlborough Sounds cater for about ten times the number of visitors and they stay more than ten times as long as they do at Milford. Here, in the middle of New Zealand, is an area that could easily handle half a million tourists in a season; and operate all the year round.

If a passenger toll of half-a-crown, with a minimum charge for the launch, were levied and suitable charges made for freights, a surprisingly large sum could be raised each year towards construction and maintenance costs.

It is unfortunate that some local people still think of this as a wild-cat scheme, but I am sure that some day it will come about, and possibly sooner than we think.

FRENCH PASS & D'URVILLE ISLAND

FRENCH PASS is the narrow strip of water that separates D'Urville Island from the mainland. It is less than half-a-mile wide but a practically continuous wall of rock extends obliquely across it. At the southern end of this reef is a six-foot-thick concrete beacon carrying an automatic flashing-light; directly opposite, on a short point on the mainland, is a small but important lighthouse. These two lights mark the 117-yard-wide passage through which steamers and other small ships pass. At the Island end of the reef is the tricky Fisherman's Passage, but only local fishermen with small launches use it and then only at certain states of the tide. The depth between the lights in the main passage is twelve fathoms.

The Maoris had a story about this reef and how it came into being. A great cormorant belonging to Kupe wanted to get to Admiralty Bay without having to go right round the Island, so he started to swim up Current Basin; but the gods caused the waters to build up in the bay ahead and when the big shag was nearly through, they released the towering flood to bear down on the swimming bird. For many days and nights Kupe's cormorant battled against the current, all the time getting weaker and weaker, until he was gradually swept back. But he had grown so huge and strong through his exertions that he could no longer pass through the narrows, and there he stuck; and as the waters rolled over him one wing snapped off and jammed tight, while the rest of his body went spinning away back into Current Basin.

Today the Reef Barrels mark his bones and the left wing jammed in the Pass has turned to stone. So when it is quiet and you can hear the tide rushing through the reef, think of the spirit of Kupe's cormorant groaning as it fights against

the tide, swinging backwards and forwards trying to dislodge its broken wing.

The next great fight against the elements was in 1827 when Dumont d'Urville in the corvette *Astrolabe* sailed across Tasman Bay to investigate an opening in the hills. When darkness came on he anchored in the vicinity of the Beef Barrels when the look-out reported breakers across the narrows some four miles ahead. During the night a storm brought fears for the safety of the ship; one cable parted and next morning it was found that a fluke had been broken off the remaining anchor. A boat was sent ahead to investigate and returned several hours later to report that the opening was navigable with extreme caution. D'Urville made sail against the tide but the wind soon dropped and he was forced to anchor till the tide turned. Even then with a fair wind and tide the little *Astrolabe* was turned completely round several times as she rushed towards the breakers. For a few moments she grounded along the rock where the beacon now stands, then carried on safely into deep water.

The flood stream travels up the Kaikoura coast, across the top of the Sounds, and down to the south-west through French Pass towards Nelson or round the northern end of the South Island.

Above the lighthouse-keeper's house there is a signal-mast with wide yard-arms. If the tide is flooding (*i.e.* going towards Nelson) two black balls will be hung from one of the arms. They are about three feet through and hang six or eight feet one above the other. When the tide is ebbing only one will be shown. If good glasses are used these can be seen about seven miles away—soon after you have rounded Clay Point.

D'Urville Island and Admiralty Bay form a great funnel to catch the west-going flood-tide and shoot it through the Pass at great speed and power; at flood tides this can attain as much as nine knots. (The chart gives '5 to 7 knots' for both flood and ebb streams, but I have lain-to with the rotator of a patent log trailing in the fastest part of the current and it recorded just over $9\frac{1}{4}$ knots.) This is a good deal faster

than most launches, and *actual* speed is not *owner's* speed, which are often quite different velocities!

A ten-knot launch may not get through if the owner is not familiar with the tides, but an eight-knot one probably would if the skipper knew how to work the currents which often seem to move in vertical strata.

The ebb-stream is not quite as fast, owing to the lesser concentration of water in the smaller Current Basin, also because the reef lying obliquely across the passage has a tendency to shoot the water over to the Island away from the main passage. During the flood the opposite is the case. All this causes considerable turbulence and many whirlpools. A small boat travelling up-stream actually goes uphill and a definite hump can be seen on the surface of the water.

Boats from Nelson breasting the flood-tide head for the reef beacon till about 40 yards from it, thereby getting the benefit from the eddy caused by the rock on which the beacon stands; they then cut out into the main channel to starboard. After that it is anybody's guess who is going to win, but if your rudder-gear, or your engine, or your nerve fails, you lose and must start again—or wait till the tide weakens or turns.

If you are trying to buck the ebb-tide keep well over to port and sneak up under the bluffs to get the benefit of the eddy in the lee of the lighthouse on the mainland. But this means that you are unable to see if anything is coming from the opposite direction (with the tide behind him) till you are right out in the tideway; so it is a good plan to go well out after rounding Collinet Point, to see if the way is clear, and then cut back in again. Should another boat be approaching he will almost certainly be right out in mid-stream to get the advantage (to him) of a fair tide.

Do not forget that a boat travelling with the current has that speed added to his own, which may mean twelve or fifteen knots over the ground, so you will not have to wait long if you are standing by for him to pass clear. Never try

to pass another boat in the tide-way because both will be steering erratic courses and rudder action is uncertain.

When approaching the beacon from the sou'-west keep the buoy to port. This marks shoal water, about a fathom (6 ft), and is about 700 yards S.W. from the beacon.

It is important to get your passengers off the deck, inside or into the cockpit. They must sit down; it is not safe to be kneeling on a seat or leaning over the coaming. A boat will often take a sudden swerve quite unexpectedly and without any apparent reason. Whirlpools cause a boat to shy like a frightened horse. I have seen people thrown right across the cockpit when not sitting properly. Give your passengers these instructions in plenty of time *before* you enter the tide-race. Make sure they understand: and keep the youngsters under rigid control. Don't distract the helmsman, give him plenty of elbow-room and space to spread his feet. These instructions apply whether you are with or against the current.

The flood makes towards Nelson, and a big whirlpool, sometimes several feet across, forms about 300 yards on the Nelson side of the beacon. This is known locally as Jacob's Hole and, from memory, turns anti-clockwise. (I wonder if there is any truth in the belief that all whirlpools, even in the bath, turn anti-clockwise in the Southern Hemisphere.)

Unless you know your way from previous experience do not attempt the passage if there is any current. Watch when the balls change and slip through then, or within either side of slack water. With a following tide it is, of course, much easier; steer straight down the centre and try to keep there, but if you get nervous when approaching the narrows don't try to turn back or you will probably go through broadside on. If another boat is making up-stream it does not absolve you from trying to keep out of his way.

Elmslie's Bay is the settlement about a mile-and-a-half to the west of the Pass, and a pleasant hour can be spent by walking from the wharf round a good track to the keeper's

house, or up the new road to a point overlooking this great water-race.

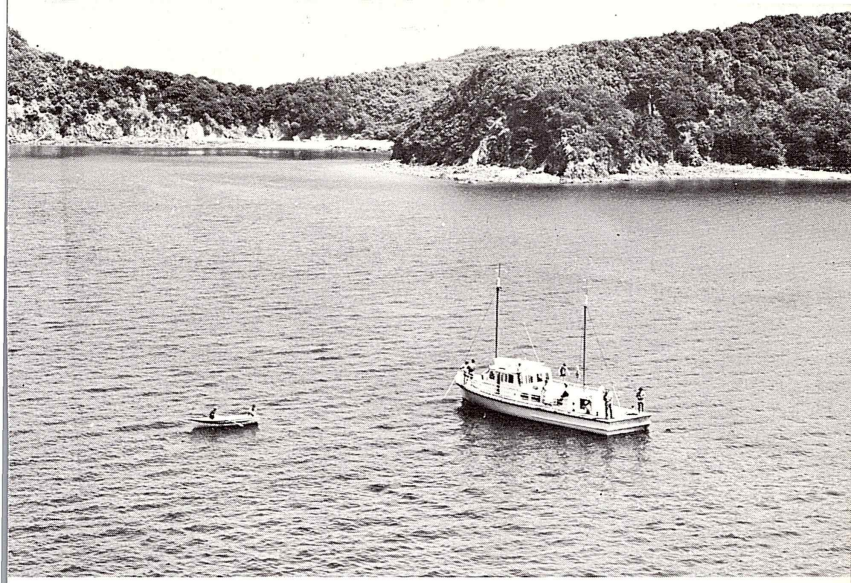
There is a very steep stairway of 99 steps down to the light. Anyone who is not used to heights and not reasonably fit should stay at the top. Do not play the fool, watch where you are going, and sit on a step if you want to admire the scenery. If the top man were to fall he would probably take the lower ones with him to the bottom and into the sea. Use the hand-rails.

The safest way to get to the bottom is to ask the keeper's permission to use his path to the boatshed and then walk along the rocks, about 100 yards, to the lighthouse: and then if you fancy what you see above, go up the steps—having made sure beforehand that the gate at the top is unlocked!

The walk along the rocks is very interesting and you will see at close quarters the turbulence in the clear water rushing past. It may not be possible to go round the rocks at high tide. An unusual feature is that the current changes *on top* one hour and forty minutes *before* it does lower down. So when it starts to ebb, instead of beginning to fall, it continues to rise for well over an hour, although at a much lower rate. In other words, the tide may be coming in while it is still going out! It is as well to remember this if you want to play among the rock pools.

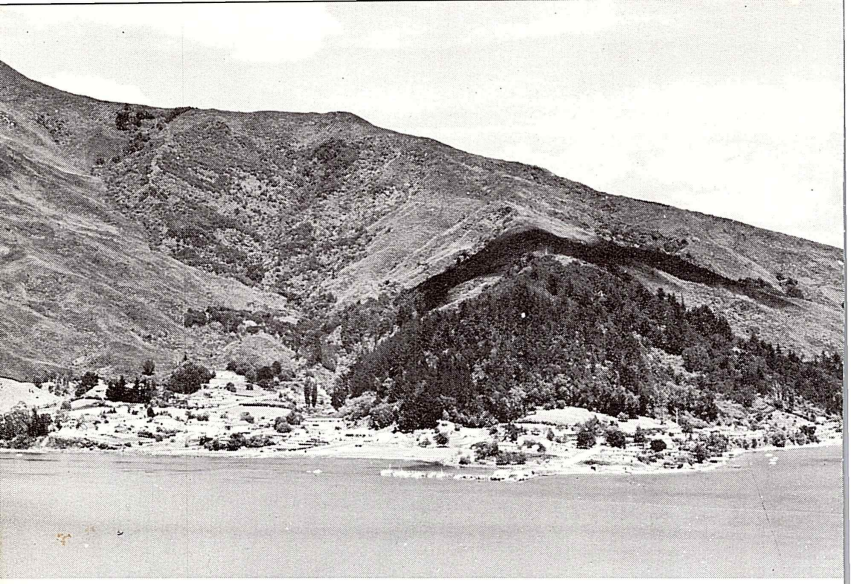
The tide-balls at the yard-arm are concerned with the direction of the current, and not with the height of the tide. The word 'tide' is very loosely used. Technically, tide means the vertical movement of water, and 'current' means the horizontal movement.

Now that there is quite a good road to Elmslie's Bay we may expect to see many small high-speed outboard trailer-craft towed in. These, I fear, may become something of an embarrassment to the authorities as there is always the senseless one who gets into trouble. It is not safe to take these boats through the Pass if there is *any tide at all,* and the period of slack water varies considerably; it may change

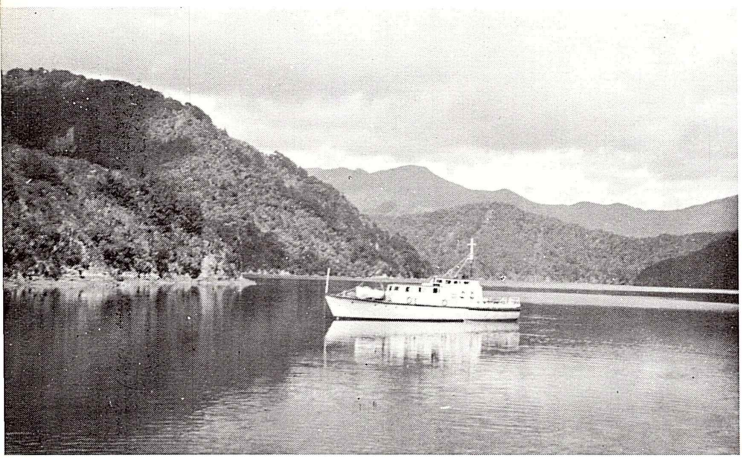


Anglers try their luck from a launch in Pelorus Sound.

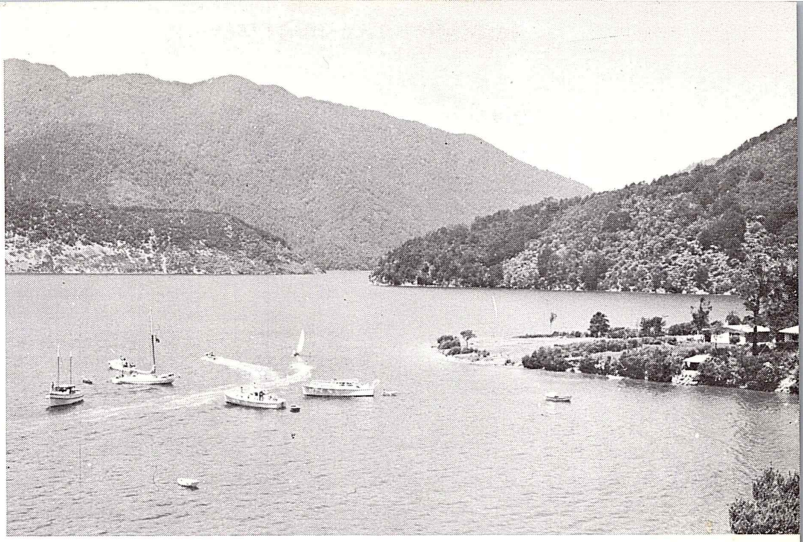
A humpback whale cow in Tory Channel. The tail has been 'trimmed'.



The town of Havelock at the head of Pelorus Sound.

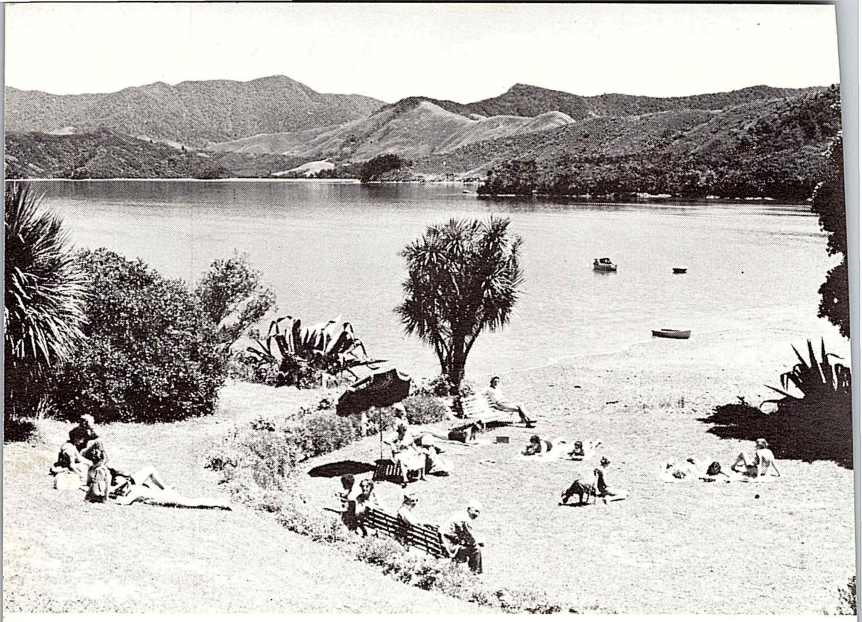


The *Alert* in beautiful Tennyson Inlet, Pelorus Sound.



At Penzance Bay, Tennyson Inlet, Pelorus Sound.

Tuna Bay, at the westward end of Tennyson Inlet.



Summer visitors sun themselves on the Portage lawn, Kenepuru Sound. *Below*: Aqua-planing is a thrill for the more active holiday-makers.

direction in five minutes or not for an hour. True, I have seen local youngsters in sixteen-feet dinghies with three-horsepower motors flying through in quite strong tides, but it must be remembered they have been born and bred to it. They know how to avoid certain eddies and 'pot holes', and some of these whirlpools can take a big dinghy down. Quite a number of people have been drowned and the body is never found; local fishermen say the sea-worms will eat a man in ten minutes!

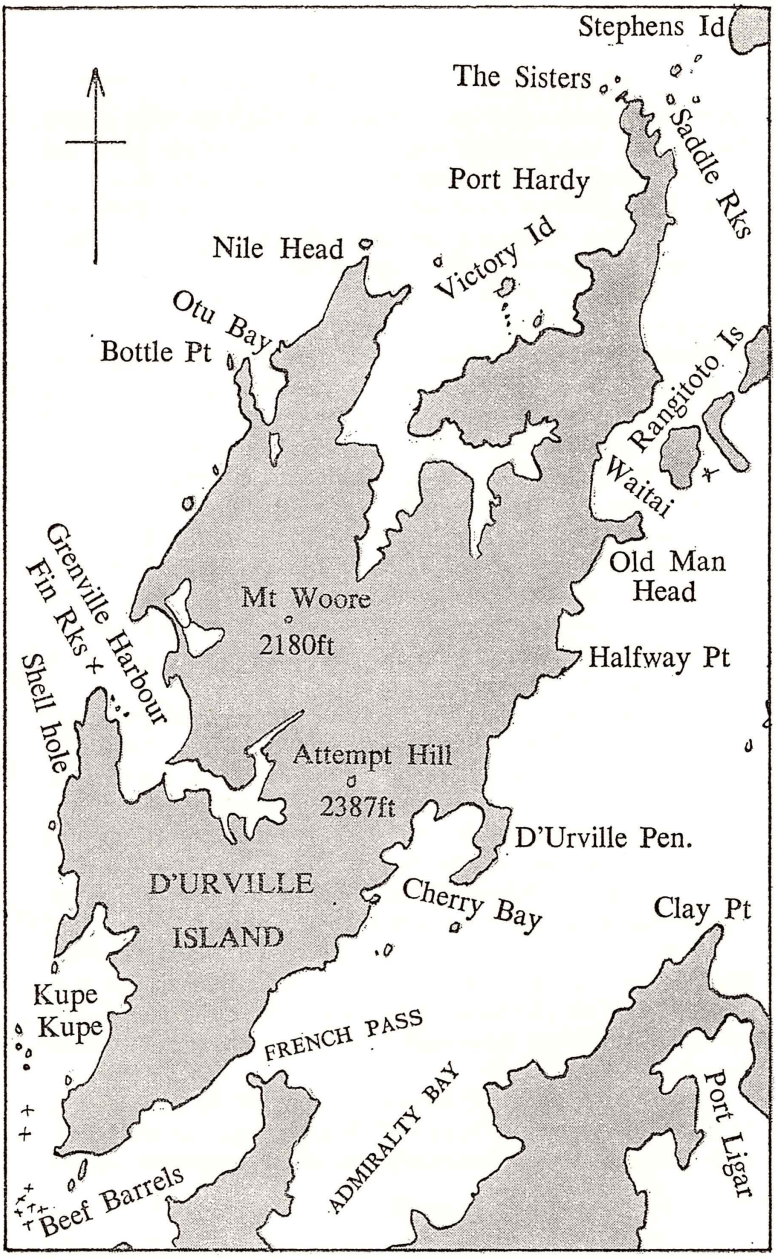
Don't fish round Collinet Point during the flood-tide because even there the tide may be too fast to row against, and if your motor stops you may go spinning away through the narrows whether you like it or not. If you do go through by mischance you will have to wait for slack-water or, better still, get a passing launch to tow you back.

It takes about an hour's easy walking to do the round trip from the wharf to the lighthouse and back. The track is very good and soon levels out to about 150 feet above the water. The view is splendid and you will get a good idea of the eddies and currents below. See then what you think about trying it in a small boat.

It will be noticed that the *Nautical Almanac* has separate tide-tables for Tory Channel and French Pass, and 'flood makes in' and 'flood makes out'—not 'high water' and 'low water' as at other places. When the flood makes out it will naturally be near enough to *high* water. This is, as explained before, because the tide is still rising although it is going out, and conversely it is falling when it is still coming in—for about an hour and three-quarters.

When the actual change of direction takes place a sudden hush is noticed, and in the summer-time the cicadas will appear to be making much more noise. Then the roar below gradually starts up again and the cicadas chirping becomes muted.

FRENCH PASS ROAD. From Picton, via Spring Creek, it is 59 miles to the turn-off (marked by a signpost) about a mile past the Rai Valley township, and then another 45 miles


Stephens Id
The Sisters
Saddle Rks
Port Hardy
Victory Id
Nile Head
Otu Bay
Bottle Pt
Rangitoto Is
Waitai
Old Man Head
Grenville Harbour
Fin Rks
Shell hole
Mt Woore
2180ft
Halfway Pt
Attempt Hill
2387ft
D'Urville Pen.
D'URVILLE ISLAND
Cherry Bay
Clay Pt
Kupe Kupe
FRENCH PASS
ADMIRALTY BAY
Port Ligar
Beef Barrels

through the Croixelles to Elmslie's Bay—a total of 104 miles. If the Queen Charlotte Drive road is used from Picton, the total distance is only 88 miles, but this way is slower than by going through Spring Creek, although it is very pleasant and passes along the heads of Queen Charlotte and Pelorus Sounds before reaching Havelock. Leaving Picton in the morning you will have the inside running on the narrow Drive road and the sun behind you.

The French Pass mail car runs three days a week from the Rai and connects with Newmans' Blenheim-Nelson buses.

There is an accommodation-house at the Rai also.

D'URVILLE ISLAND

D'Urville Island is twenty miles long and seven miles acrosss and contains 56,000 acres, about half of which is in virgin bush. A good deal of the rest is second growth that will in time revert to heavy timber if fire can be kept out of it. The hills opposite the Pass are generally covered in scrub and the soil is of poor quality owing to the presence of minerals. Many years ago copper was mined in these hills.

There is some good grazing land, however, and the island supports about 25,000 sheep besides some fifty humans. Cattle tallies are hard to arrive at because most runs have no neighbours and unfenced bush boundaries, and the cattle roam in the bush to a certain extent, mixing and breeding freely with the wild clean-skins that have never seen a man. Needless to say, mustering such cattle is quite an exciting business.

There are large numbers of pigs, and deer have increased greatly since they were first seen in 1930. Station owners as a rule welcome experienced hunters except during the busy season. They naturally expect you to get permission, and want to know how many dogs you will have, and how many will be abandoned to become potential worriers.

The fishing is very good and the catch varies from blind eels to blue pointers.

It is about three-and-a-half miles from French Pass to Lebrun Peninsula (Tangi Point) and another mile to Sauvage Point. There is plenty of water off the Peninsula providing you keep a reasonable distance clear of the outermost dry rock. The Peige Rocks, or Beef Barrels, are a further half-mile out; they are awash at high-water and are always extremely difficult to see, appearing, as they do, low on the surface like floating barrels.

North of Sauvage Point there is a dangerous unnamed rock right in the fairway. It is well awash at low-water, and almost exactly half-way on a line between the Chicot and the middle of Te Puna beach opposite. North of this rock is another marked 'P.D.' on the charts (position doubtful) but I have never been able to find it; that doubtful rock is the last feature on Admiralty chart No 2684 for seven miles till we get to Ragged Point at the entrance to Greville Harbour. This seven miles was not charted until the Lachlan Survey in 1957-59 and chart N.Z. 22 covers the area. Formerly a large harbour, numerous islets, sunken rocks and soundings were all unrecorded. The harbour is Manawakupukupu, known locally as Kuppy-Kuppy, or just Kuppy for short. It has several good anchorages. A curving line of islets outside the entrance is known as the Paddock Rocks, some of which are 100 feet high. There is a hole in one of these through which it is possible to take a forty-foot launch if the weather is south-east and *flat calm*. This hole runs S.E.-N.W., so approach it from the south-east keeping at first hard over to starboard, as on the port side the rock slopes in under the boat and may catch the propeller, particularly with twin-screws. It is about 70 feet through and after the first few feet it is as deep and safe as any other cavern. It is best to send a dinghy through first so you understand what you are doing. Do not mind the millions of little black flies or the large drips of water from above. Chart 2684 is a larger scale than N.Z. 22.

It may be misleading to describe the short cut through the

Paddock Rocks, so after leaving the sunken rock opposite Te Puna beach, head straight outside the islands and up the coast towards Greville Harbour. Somewhere in the vicinity of Rahonue Island there is a New Chum's Rock, but if you can see the Fins (Araiawa) outside Greville Harbour you will be clear of it. Keep off the main headlands 100 to 150 yards for safety. Most strangers keep right outside the Beef Barrels and the Chicot on this run.

A very good Lands and Survey contour map shows the above-water features, including the Paddock Rocks, which as stated before are not shown clearly on the marine charts. Extreme caution is necessary: do not attempt this part of the coast in the dark; but if you must, in an emergency, use Chart No 1096, French Pass, which shows that the red sector of Okuri Light covers the Beef Barrels, and the sunken rock outside Te Puna is just on the opposite edge of this red sector. The red sector of the French Pass light does *not* cover the Beef Barrels—they are in the *white* sector of that light. So if you are coming down from the north keep well out of the Okuri red sector (to the west of it) until you are in the red sector of the Pass light; then follow this up through Current Basin to the passage between the Pass beacons. Do not become confused by being in both red beams for a short time; this is one of the very few places in New Zealand where the red light denotes the safety zone.

About a mile before you get to Ragged Point you may see where a six-foot-wide and two-foot-deep round slab of rock has dropped out of the cliff; this is supposed to be where a practice shell from the survey ship *Acheron* hit in 1849.

GREVILLE HARBOUR. There is no safe anchorage in the Outer Harbour so go on in through the Boulder Bank to the Inner Harbour. The 'cutting' is only about 25 yards wide, and the tide runs through at six or seven knots. When entering, keep nearer to the port, or north side. At high tide about 100 yards in the middle of the north bank may be

covered by only a foot or so of water and looks deceptively wide.

PADDY'S BAY. Immediately inside to port, is quite a good anchorage. The bay at the extreme end from the entrance is not safe in strong winds, but a small bay to the north of this is a good overnight anchorage except in gale winds. Caution here: there is a big rock that uncovers at low-tide right where a boat would anchor off the beach. Above the clay bank beyond the beach is an old house among the trees. It is said to be haunted by a Maori woman who died there many years ago. I remember four of us slept there one night and a ghostly wild pig scared the daylights out of us by tipping some petrol tins off a box at two in the morning.

MILL ARM is a long dog-leg reach leading up into the interior of the island, and has beautiful scenery. There is a good anchorage at the south side of Wiffin point about half-way up on the east side. Here it will be necessary to put a stern line ashore; there is no beach, but all the winds go past. At the head of the arm the tide goes out about 1,000 yards so note the depth when anchoring and do not forget the tide rise and fall is about twelve to fourteen feet.

In the 1880s a mill cut black beech sleepers here for the railways but it is said that they were all condemned because of some error in measurement. There is a big flat and the remains of the old mill and tram track can still be seen. Two huge apple trees used to grow here, one with 'Wanderer' carved on it, but I think this one was washed out by a flood a few years ago. The stream is the biggest on the island and I have not been able to disprove the story that there are no fish of any kind in it. I have never seen any although the water is crystal-clear.

The Arm is a scenic reserve with myriads of birds, and at certain times there are thousands of mosquitoes but they will not worry you unless you are sleeping ashore. There are

also pigs, deer, and wild cattle. The bush is varied and dense, with some fine big trees.

The mile-long beach in the Outer Harbour is a natural air-strip, and many a good gallop have I had along it. The lake behind it is eight feet above sea-level although separated by about two hundred yards of sand hills. There used to be another mill behind the lake but this closed down during the slump in the 1930s. A good bridle-track leads to Port Hardy, ten miles away. This is a grand walk that goes through splendid bush, a swamp, and fine grazing land.

Leaving Greville Harbour by sea we turn Two Bay Point, past Black Reef with its half-moon line of sunken rocks half-a-mile off shore, past Bottle Point with its vicious rip, into Otu Bay. There is no anchorage here except in calm and settled south-east weather. The lagoon behind the sand-hills is filled with fine eels. You would pass round the back of this lagoon and the swamp behind if walking to Port Hardy from Greville Harbour.

Further on is Nile Head where a small waterfall drops over the three-hundred-foot bluff, but I have seen this going upwards in a strong wind. There can be some bad tide-rips in westerly or northerly winds here, too. Turning to the east we enter PORT HARDY, and as we round Trafalgar Point the beautiful harbour opens up in front of us. It is cross-shaped and large enough to hold a battle fleet, and most of the bays are safe anchorages. It was the rendezvous for the first ships bringing immigrants to Nelson in the 1840s, and was named by Captain Lambert of H.M.S. *Alligator* in 1834. A hundred years later the *Monowai* and *Marama* called in on summer excursions and put four times as many people as lived on the whole island on to the homestead beach. Today there are three families living in Port Hardy.

STEPHEN'S ISLAND, lying off the tip of d'Urville Island has an important lighthouse 600 feet above sea-level and visible for 22 miles. There is no anchorage or anywhere to beach

a boat. A derrick is used to land stores and personnel. The island is the home of the tuatara, a very rare frog, and equally rare lizard, also a small bush wren.

CAPE STEPHENS, or rather Stephens Passage, is a rough place in any wind at all; sunken rocks and racing tides have caused many wrecks. To avoid the rip go inside the two outer of the Three Sisters (the inner one is joined to the Cape by a sandbank) and make your way back to French Pass. There are various anchorages down the east coast but not many are sheltered from easterly winds. Cherry Bay on the south-west side of Catherine's Cove is the best—see chart 1096. In the largest scale chart of D'Urville Island (2684) this cove is incomplete, but it has four or five fathoms of good mud bottom. It can blow hard off the land but the holding ground is good. It is four-and-a-half miles from Elmslie's Bay.

If circumnavigation of the island is your objective get proper charts; and don't drop your anchor over a telephone cable because you will have practically no chance of lifting it—and the Post & Telegraph authorities will not like it. Strong north-west gales from across the Tasman can keep boats bottled up on the western side for days on end; and that applies to Port Hardy as well. South-east, on the 'outside' or 'back of the island', as the locals call it, is good weather, although Trafalgar Point can be uncomfortable and Stephen's Passage impossible. Most settlers have telephones and a mail launch goes round the island twice a week.

A good tramp is up the zig-zag behind the Port Hardy homestead and along the ridge to the top of Mt Woore, 2,180 ft. The bush on the ridges is open and the going is good, and there is an excellent all-round view from the top. Be careful not to take the wrong ridge on the way back; one that is particularly easy to misjudge will land you at the back of Otu Lagoon.

A quarter-hour walk will take you to the top of the Waitai Saddle at the head of Camp Bay—good anchorage here. This

is a way out in an emergency if nor'-west weather keeps you shut in. Of course, you would have to arrange for a launch to meet you at Waitai.

There is good tramping all over the island, much of it through very thick bush where it is easy to get lost. The settlers will always put you on the right route and describe the track if there is one. Generally speaking, the ridges are fairly open and regularly used by deer, wild cattle, and pigs. Every gully has a creek.

The islanders are the easiest people in the world to get on with so ask permission first if you want to hunt. Ring from French Pass first, then make a personal call if possible—and don't wantonly slaughter everything that walks, swims, or flies, or you will spoil it for everyone.

CRUISING IN THE SOUNDS

THESE notes are not meant to take the place of experience, charts, or common sense. They are not a do-it-yourself manual, but merely offer some local information that may be useful to the stranger and helpful to the inexperienced.

Do not think that because the Sounds often look like an oversized duck-pond they are always as calm. On occasions they can become surprisingly rough, even for a forty-foot launch; squalls start up in the gullies and sweep across the beaches and over the water in swirling white masses that are most unpleasant.

The height of the waves means little: it is the shape and distance apart that count. Unaffected by tide and shallows, the speed of waves is equal to the square-root of the distance between crests; therefore waves thirty-six feet apart advance at about six knots. Add the speed of your ship to the speed of the waves and you can see what the result is. Small waves can be made dangerous by tides and reefs, so do not overdrive your little wooden shell, and do not become one of the good men who have opened up better boats. A boat seldom gets into trouble by itself: the human element is always the weaker side of the partnership. So don't panic.

In the Sounds in summer-time (which we are apt to forget does not last all the year round) the wind is frequently strong from 10 a.m. till late afternoon, so leave for your day's cruising as early as possible with plans to set out again for home with a fair margin of daylight left. These summer winds start in December and last till about mid-March. The best months are October, November, and December; and again in March, April, and May; but unless you are tough it will be too cold to swim in October and May.

There are hundreds of good anchorages but there are surprisingly few that are perfect, and by that I mean places

where it is possible to sleep in all winds of any velocity without the risk of dragging or being rolled out of the bunk.

Twenty-five fathoms is the length of anchor rope laid down by the Marine Department for commercial launches; so two suitable anchors and two 25-to-30-fathoms ropes should be sufficient. Never sleep on a single 'pick' unless you have a stern-line ashore.

I know nothing about sail but the *New Zealand Pilot* says, 'Queen Charlotte Sound is subject to heavy gusts off the high land, and from the mountain valleys during strong winds in Cook Strait. These squalls give little or no warning, and caution is necessary, especially by a boat under sail'. That is a masterpiece of understatement.

In Queen Charlotte Sound only, anything with westerly or easterly blows across the Sound and, as the *Pilot* says, the gusts are unpredictable. The south-west sweeps out of the Grove and continues more-or-less directly out to the Northern Entrance. Occasionally this wind can spread screaming line-squalls right across the Sound. The north-east, on the other hand, is steadier and coming in from the open sea, it does not often reach gale force. It blows right up the Sound and is generally a fine-weather wind.

CHARTS AND PUBLICATIONS:

Cook Strait Anchorages, Sheet 1. No. 2684. 1950. Gives all D'Urville Island and across the headlands to Cape Jackson. It will be noted that the coast from Sauvage Point to Ragged Point has never been marine surveyed; and this area should not be attempted by someone without local knowledge, as it is liberally sprinkled with islands, rocks, and reefs—even a whole harbour has been left out. Intending navigators should procure from the Lands and Survey Department one of the large scale ordinance contour maps; of course, these do not show submerged rocks, soundings, etc., but they do show the above-water features. Three sheets pasted together will cover all D'Urville Island and are also useful to shore parties.

Cook Strait Anchorages, Sheet 2. No. 2685. Croixelles, Pelorus Sound, Queen Charlotte Sound, and Port Underwood. 1946.

Plans in Cook Strait. Include the Stephens Passage and Port Underwood. No. N.Z.64. 1953.

Admiralty Bay and Current Basin. No. 1096. 1946. This gives large-scale plans of French Pass and Catherines Cove.

Cook Strait. No. N.Z 23. 1955. Wellington Harbour to D'Urville Island.

Symbols and Abbreviations. Sheet No. 5011. Gives all those used on Admiralty charts. Note that the westerly deviation shown on the compass rose does not apply to this area. Sheet No. 200 is a chart catalogue and index including symbols and abbreviations. This is more up-to-date than 5011.

Charts cost about 9s each. Don't roll up charts. If they are folded and kept flat that quarter you are working on can be turned outwards and the whole thing propped up in front of the wheel. Rolled charts always curl, whichever way you handle them, and are a nuisance.

The New Zealand Pilot. About 23s. Is invaluable to any boatman who goes beyond harbour limits.

The Nautical Almanac, Vol. 1., is very necessary. 15s. This has daily tide-tables for all parts of New Zealand for the current year. Even an out-of-date copy contains a wealth of information.

Nicholls Seamanship and Nautical Knowledge is one of the best all-round books on seamanship. 31s.

Brown's Signalling. 10s. Has all the methods of signalling and also the Collision Regulations.

All these last three books have the international code-flags in colour and the Rules for the Prevention of Collision at Sea (the Rule of the Road).

SOME DISTANCES FROM PICTON (in nautical or sea-miles —a nautical mile is 6080 feet, approximately one-seventh longer than a statute mile, 5280 feet): Wellington, 52; Tory

Channel Heads, 16; Dieffenbach Point, 7¼; Torea, 4¾; Head of Onahau Bay, 5¾; Ship Cove, 17; Cape Jackson, 24; Clay Point, 41; French Pass, 48; Nelson, 88; Te Mahia (by sea), 72; Havelock (by sea), 62.

SOME DISTANCES FROM PORTAGE: Havelock, 12½; Tennyson Inlet, 26; French Pass, 36; Nelson, 80.

SOME DISTANCES FROM FRENCH PASS (Elmslie's Bay): Right round D'Urville Island, 45; Ragged Point (Greville Harbour), 13; Nile Head (west-about), 21½; to head of Port Hardy, 27; Cape Stephens (east-about), 16½; Nelson, 36.

FOOD SUPPLIES. Most guest-houses and bays where there is accommodation have small supplies of tinned foodstuffs, films, cigarettes, butter, etc. There is a general store at French Pass. Bread, meat and larger quantities of supplies can be obtained from Havelock and Picton by arrangement with the mail launches. The Portage hotel is fully licensed and Te Mahia has a tourist house licence.

FUEL SUPPLIES. Dieseline is supplied to visiting launches at Picton, Havelock, French Pass, Te Mahia, Portage, Wakatahuri, Canoe Bay, and Island Bay in Admiralty Bay. Petrol is not supplied at Wakatahuri at the time of writing.

TELEPHONES. All permanent homesteads have telephones.

RADIO TELEPHONES. In cases of emergency any commercial launch will send a message, as most are equipped with R/T. See also chapter on Radio Shore Stations.

BOAT REPAIRS. There are boat-builders and engineers at Picton, Havelock, Blackwood Bay, Wakatahuri, Nikau Bay, and Pukatea Bay in Admiralty Bay. There are also many local men who are handy at carrying out emergency repairs.

ENTRANCE TO HAVELOCK. Local knowledge or a mud-flat pilot is essential as the channel is about three miles long, winding, and poorly marked. Snags washed down by the river do not help.

ENTRANCE TO TORY CHANNEL. The tide runs at five to seven

knots. Ebb tide can kick up a dangerous rip outside, particularly in south-east weather.

FRENCH PASS NAVIGATION. See chapters on French Pass and D'Urville Island.

SOME SPECIAL HAZARDS, mainly for those who think using charts is sissy: the long reef off Dieffenbach Point; the rock in the fairway off the eastern point at the entrance to Onahau; the barrel buoy on the Perano Shoal in the entrance to Blackwood Bay; the concrete, unlit beacon on the Luke Rock outside Ruakaka Bay—there are about two acres of shallow rocks there; the reef off Snake Point; the buoy at the southern end of the Blumine Island reef; the reef at the northern end of Motuara Island—there is a rock awash at low water (Stella Rock, between the White Rocks and Cape Koamaru, and another pinnacle-rock with deep water all round it approximately eighty yards south-east from the White Rocks).

In the Kakaho Channel (between Chetwode Island and Harding Point) the Oke Rock has a railway-iron post with an eighteen-inch steel basket on top. A similar hazard is the Dart Rock north-west of Tawhitinui Island at the entrance to Tennyson Inlet. There is a barrel buoy near a rock (awash at low water) off the end of Danger Point. In Te Mako Bay near the head of Tennyson Inlet there is a dangerous unnamed and unmarked rock that dries at low water. It is on the eastern side.

By keeping 'outside a reasonable distance' off points, an eye on the chart and a good look-out, there is no reason why the stranger should not travel in safety and enjoyment. But remember it is very difficult to judge distances over water, particularly at night.

FLAGS. The International Code flags cost over £30 for the complete set of forty-one, so it is not likely that many private owners will have them. However, every launch and yacht should carry at least three: O (oboe), 'Man overboard'. V (victor), 'I require assistance'. W (william), 'I require medical assistance'. In the Nautical Almanac there

is a loose sheet showing the coloured flags of the code, and this should be framed and hung in the wheel-house.

SKIN DIVER'S FLAG. This is a red flag with a white diagonal band across it. Keep clear for obvious reasons; and surface swimmers could be speared.

Flag etiquette is a study on its own, but it is sufficient to say that you have not, and probably never will have, the right to fly the Union Jack. Your boat may wear the Red Ensign (in all probabality), but not the Blue unless you have a warrant to do so and comply with certain other regulations. Find out from your yacht club or the Marine Department just how you may 'dress'.

DISTRESS SIGNALS: The continuous sounding of any fog signalling apparatus (but do not flatten your batteries if you are likely to need them later). Flares made by soaking rags, mops, etc., in dieseline or petrol (but do not let the petrol drip on the deck). A flag with a ball, or anything resembling a ball, either above or below it (a bucket or a roll of clothing would do for this). A flashing S O S (. . . — — — . . .) on a torch or Aldis lamp shows only in one direction, so if the torch is a powerful one screw the head off so it will show all round the horizon. Use the Aldis lamp to flash S O S on the base of a cloud if assistance is believed to be near but out of sight. The headlight should correctly shine over 225 degrees, and the stern light, if you carry one, 135 degrees, the two giving an all-round coverage, so these could also be flashed. Of course, if you are under sail only you way not have a headlight. A hand inspection-lamp may also give a good all-round light. The code flags N/C (N above C), 'I am in distress and require immediate assistance'. Rockets, if you have them. If radio-equipped, call MAYDAY, MAYDAY, MAYDAY, and all stations will clear the air and listen for the message to follow—give it clearly, as you may be difficult to hear at the other end: don't shout. But on a calm night in the Sounds, where breakdowns often occur within a mile or two of habitation, a good shout will often carry a long way.

Do not scream—it may be confused with a sea bird's screech!

You should not only memorize these distress-signals for your own safety but you should be able to recognise them in the event of others being out of luck.

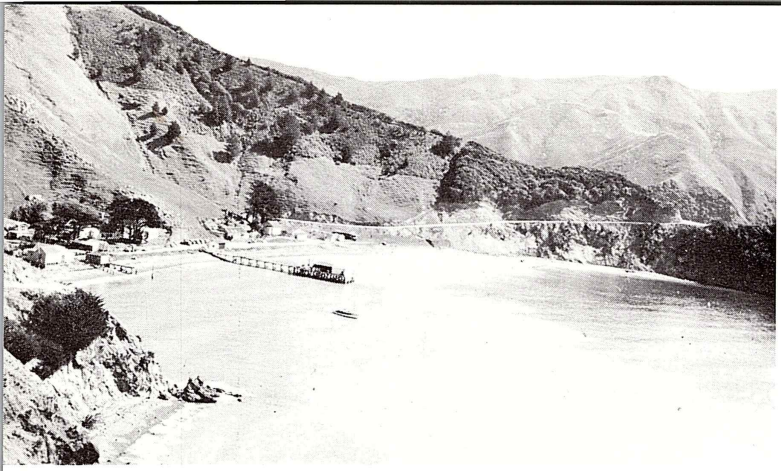
If another vessel is in distress you are bound to offer assistance if at all possible, even if only to carry a message. The conditions may be so difficult that it is impossible to anticipate what action to take until actually within hailing distance, but get any gear likely to be required ready in plenty of time— fire extinguishers, tow ropes, fenders, etc. The main thing to remember is to keep your head—and use it.

If it is necessary to go alongside another boat it is usual for the smaller to approach the larger. If possible the larger should head up-wind, keeping the barest steerage way. However, if a commercial passenger or fishing boat is to be met, let him approach although he may be the larger craft. He is almost certain to know more about such manoeuvers than you. Whatever happens make your actions quite definite so the other skipper knows what you are doing.

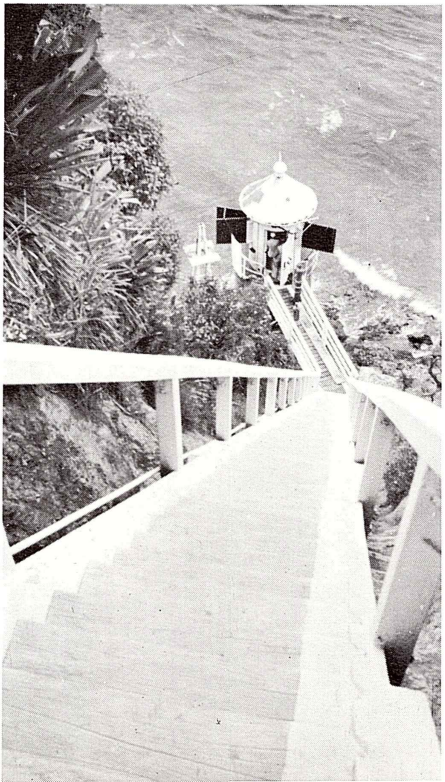
The unwatched primus has been the cause of many fires. A cabin is often too draughty for the flickering methylated-spirit flame to heat the burner properly, with the result that the primus flares; and this may not occur for several minutes after you have gone back to the wheel, thinking it is burning properly. From my own experience a four-foot jet of flaming kerosene in a cabin is a terrifying thing. So make sure you understand the workings of each primus you have on board, and *never, never,* leave it unwatched even for a second. If reheating is necessary do not pour the meths direct from the bottle into a warm pan—use a teaspoon. A meths flame is colourless and often cannot be seen. And, of course, if you put petrol in a kerosene primus you are looking for real trouble.

Bottled gas cannot be seen or smelt and is heavier than air so it will go to the bilge if there are leaks. Although it is a good precaution to have the bottle fastened on deck, it is as well to remember that leaks are most likely to occur in the

An airview across typical Sounds country, looking towards Cape Stephens and the three Sisters (*top centre*). On the right is Stephens Island. Note the airstrip (*left centre*) and the winding access road.

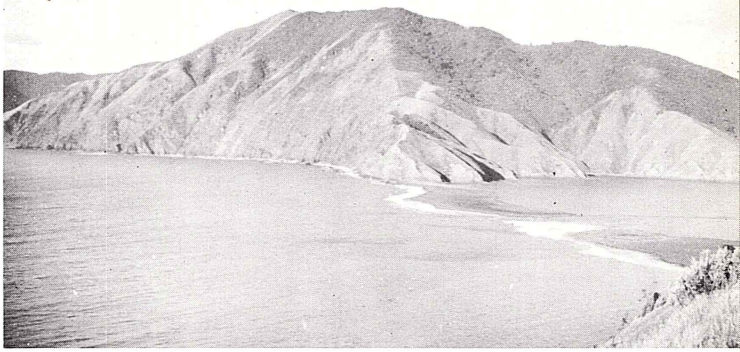


Elmslies Bay settlement on the west of French Pass.



Some of the 99 steps that lead to the French Pass lighthouse.

In Greville Harbour, D'Urville Island.



The boulder bank at the entrance to inner Greville Harbour.

An airview of French Pass, showing the settlement at Elmslies Bay and D'Urville Island beyond.

taps rather than in the connections. This means that the main leak is most likely to be in the gas-ring itself—right inside your ship. Test the couplings with vaseline or grease. If the bottle is within easy reach of the chef it is a good plan to turn it off when not in use—and always at night.

Do not forget you are responsible for any damage your wash may do. This is probably bigger than you realize, and the new chum in a dinghy a quarter-mile away may panic when he sees, what are to him, huge waves that have suddenly appeared on a flat, calm surface.

When about to berth get your lines and everything ready, and slow down in plenty of time. It is better to make a too slow approach, and then slew your stern over with a kick ahead, than to drag it in with your rudder hard over and the engine going hard astern after approaching too fast. I admit this latter method is used by commercial drivers, but they have their launches in constant commission, they know their engines, and are doing it all day; and time to them is usually money.

A knot is the measurement of a given distance travelled in a given space of time, *i.e.* a nautical mile of 6080 feet travelled in sixty minutes. So it is both unnecessary and amateurish to talk about so many knots per hour. Just say so many knots.

Although I have been messing about in boats for over thirty years I still get sea-sick on a strange craft if there is nothing to do, and consequently avoid cruises on launches I am not in charge of! I believe the trouble is largely psychological. There are many so-called remedies, but for crew-members on small ships these may be dangerous as they can cause drowsiness and loss of balance. From my experience half a tot of neat brandy or rum is best. That amount will not make you drunk or sleepy and will keep you warm.

The best way to help a woman on or off your ship is to hold her by a handshake grip, and place your other hand under her elbow. This leaves her a free hand to steady herself; and if she slips you have a firm enough grip to at least

control her fall; and it has the advantage that you can break free in the event of not being able to hold her.

Every care has been taken in these notes to avoid statements that might be misleading but you, as skipper, are entirely responsible for the safety of your ship, crew, and passengers, and will therefore make sure of all your facts, and gather all your information *before* you put to sea.

So fair winds by day and snug berths at night.

LAUNCH SERVICES

The launch services are the life-blood of the Sounds. The combined distances covered by the mail-launches alone exceeds 300,000 miles a year.

There is lively competition between launch-owners, resulting in efficient organisation and rather low returns for very long hours of work, erratic meal-hours and much broken sleep. There is no price-order governing charges and because of competition the fares are probably the lowest in New Zealand for this type of work.

I have often wondered how so many men stick to the job for years on end just because of their love of the sea and small ships. There is a certain amount of glamour about it, I suppose, but if you were to suggest this to any launchman he would be explosively indignant!

A little protection would help all parties but it is almost impossible to bring about as nobody wants anything to do with controls. However, without advocating a monopoly, I think there should be some co-operation among launch-owners to raise charges. Most of the present launches are old and must soon be replaced. The time is passing when settlers and accommodation-house owners can play one launchman against the other. Now that the rapidly-increasing tourist trade is overhauling the importance of local demands launch-owners are finding that they must be prepared to spend £15,000 to £20,000 for each new passenger-launch. Skippers' wages should also be increased—doubled in my

opinion—with increased effeciency there, too. The more demanding type of tourist now coming into the country will be willing and able to pay for better overall service.

Launches can be hired for any length of time. Charter cruises cost from £10 to £15 per day, depending on the numbers going and on who supplies the food, bedding, etc., and the cost is a matter for negotiation in each case.

All-day cruises cost about 16s per person; you take your own lunch, but get tea and hot water aboard. Mail runs mostly leave Picton at 8.30 a.m. and return about 4.30 p.m., or later according to the route. Havelock mails start earlier, last longer and cost less.

The short mail and service runs cost about 6s 6d and last two or three hours. There are also morning and afternoon trips that are purely scenic and cost about the same amount. Included in all fares is 6d wharf toll.

Fishing trips run daily in the warmer weather and cost 12s 6d to 15s 6d per head; or if you make up your own party and want the launch to yourselves it will cost £10 to £15 according to the number. Twelve to fifteen is a suitable-sized party if all want to fish, and would cost about £12 10s for an eight-hour day. Launches usually supply lines and always bait.

In the whaling season (May, June, July and August) there are regular excursions to the station and the launchmaster will tell you all about it. You are almost certain to see a whale every day as the launch firms are in touch with the station by radio-telephone.

Most of the launches are between 45ft and 50ft, and carry up to 70 persons.

Running a passenger-launch is an unexpectedly complex business, and it in no way resembles a taxi or freight service, as is so often thought. The good launchmaster, whether he be the owner or the hired hand, must be something of a seaman, engineer, publicity agent, fisherman, first-aid expert, diplomat and host; and whatever happens he must be unfailingly polite. It is a job that no man need be ashamed of.

There are about thirty launches serving the public in the combined Sounds and each is surveyed annually by the Marine Department. If the craft in which you are travelling has not the Certificate of Survey posted up in a prominent place where the passengers can see it, the boat should not be plying for hire.

There are no licensed launches or licensed launch services in this area; any launch can operate in the passenger trade providing it has the necessary Certificate of Survey and is skippered by a man holding the necessary Launchmaster's Ticket.

Until about 1954 all that was required to qualify as a skipper was to have a general knowledge of engines, and to be able to berth a boat without knocking the wharf over. Examiners varied considerably in their interpretation of what was required. This old ticket was known as the P.V.O.S. (Power Vessel Other than Steam) but was officially known as the Certificate of Competency as an Engineer; unofficially as the 'Mud-flat ticket'.

In 1954 when commercial launches driven by modern high-powered engines were increasing in size and numbers, and private craft were also increasing rapidly, it was found that a higher standard of efficiency was desirable for professional boatmen, so the Launchmaster's Ticket was brought in to replace the old P.V.O.S., and this also increased the allowable tonnage from 6 tons to 10 tons register.

Register tonnage is the cubic measurement of the passenger accommodation and has nothing to do with the size of the craft. A 10-ton register launch may be 6-ton displacement and 22 tons by yacht measure.

Many of the older men are still operating on P.V.O.S. tickets as it was recognized that their years of service and experience would not make the higher certificate necessary providing they kept within the 6 tons register.

The Limits within which launches may operate are stated

in the Certificate of Survey. For most launches this is roughly inside a line drawn from Cape Koamaru to Half-way Point on D'Urville Island, thence from Cape Sauvage to Cape Soucis. Passenger-launches are not supposed to operate outside Tory Channel. These are known as Extended River Limits. Ordinary River Limits do not extend into open water and only a few of the smaller boats are so restricted.

LAUNCHMASTER'S TICKET. (Master of a Ship not exceeding 10 tons Register Propelled by Mechanical Power other than Steam, and Plying within a Harbour, or within other Restricted Limits.)

A candidate for examination must not be less than twenty-one years of age, and must produce proof of not less than two years of service in a deck capacity on, or in charge of, a vessel plying at sea, on a navigable lake, in a harbour, river, or extended River Limits.

He must be able to read fluently, write a legible hand, and spell correctly; his writing and spelling is tested by not less than fifteen minutes' dictation.

He must satisfy the examiner in the following subjects in which he is examined orally:—

1. Regulations for the Prevention of Collisions at sea. (This is the Rule of the Road at Sea, about 32 pages that must be thoroughly understood but *not* learnt by heart; and they cannot be properly understood unless instruction is given with the use of models.)
2. Single-letter signals of the International Code. (This means he must know the 40 flags and their messages.)
3. General Harbour Regulations, and International System of Buoyage.
4. Markings, signs, and abbreviations found on Admiralty charts. (You will find these in Chart Catalogue No. N.Z. 200 also Sheet No. 5011.)
5. Marking and general use of the hand lead-line.
6. Boxing the compass in quarter-points.
7. Knowledge of the class of engines in general use in ships

not exceeding 10 tons register, propelled by mechanical power other than steam, plying in harbours, or within other restricted limits.

8. Any questions pertaining to the duties of a Master of this class of ship which the examiner may think fit to ask.

A very thorough eye-test is given and any sign of colour-blindness puts the applicant out.

It is essential to spend some time at the School of Navigation before sitting the examination, otherwise you will in all probability waste time and energy studying information not required or omit other essential subjects. The course costs about £11 and is worth it. The instructor is a foreign-going ship-master, who will put you on the right track at the beginning. If you have to pay board at Wellington while at school it is worth while doing some preliminary study on the simpler subjects once you know the general requirements. Others, such as the Collision Regulations and Code Flags, cannot be learnt properly without expert tuition.

The launch skipper has a bigger responsibility and more worries than most people realize, particularly on a dark wet night with up to 70 passengers to be delivered to various unlit jetties scattered over 30 to 40 miles. But he will know where he is; he has done this many times before, so do not get nervous if he rushes under the shadow of the hills into what may seem to you dangerous darkness.

The experienced launchmaster develops an uncanny sense of time/speed, and if temporarily on another launch, as occasionally happens, he may temporarily lose this faculty. He also develops an encyclopaedic memory for dark skylines silhouetted against the stars seen from changing angles and in different degrees of light and shadow. No matter how dark it is, something can always be seen—part of the skyline, a cottage light, a ridge, or even a cloud can give an idea of the direction. You may not see it, but the observant skipper will, and be able to identify what he sees. Fog is not common but is much worse than the darkest night, then your skipper

will be steering by compass, or by the wind and waves, plus an indefinable but undeniable sixth sense.

It is very difficult to see through wet glass at night and as any light in the wheel-house will be reflected back all lights inside are turned out. On a foggy or wet night the headlight may also be dowsed to cut down reflection. If you happen to be standing alongside the man steering in such conditions do not suddenly strike a flaring match as you are about to approach a jetty because the steersman may easily be dazzled. If you happen to be ashore waiting for a boat at night, shine your torch over the end of the jetty and *never* at the incoming launch. How often have I come out of the darkness and cursed the blinding light of a powerful torch or the brilliance of a petrol lantern!

The launchmaster's authority is absolute. The safety of his passengers is his first consideration and he must consider the safety of the vessel before the individual. At the same time the launch-owner would not hesitate to risk his craft, worth several thousand pounds, in an attempted rescue if there is the least chance of success.

If you have never been on a launch before (and a surprising number of people have not) do not be alarmed if you think conditions are dangerously rough, because they probably are not. The skipper will not take you where it is not safe.

To build, engine and equip a passenger-launch today, without any fancy fittings, may cost anything between £200 and £300 a foot.

Commercial launchmen each carry on the average 15,000 passengers a year, and their engine tachometers tot up something like 2,000 hours' running. At 10 knots this represents 20,000 miles. The mail launches alone exceed 300,000 miles annually. If you like to work this out over a number of years, multiply the result by the number of skippers, and divide by the number of drownings, you will find the chances of a watery death are one in millions. So cheer up: if you strike bad weather, remember the greatest danger to you is yourself!

Boatmen may have tide-tables for Nelson, Wellington or Auckland; if so they may be able to work out the local tides from the very short tables below. For example, to find high-water at Picton add 3 hours 58 minutes to the time of high-water at Wellington on that day; if you have a Nelson table subtract 48 minutes from high-water at Nelson on the same day.

The *Lucas Almanac* gives all the tables for Tasman bay.

The *Nautical Almanac* gives daily tide-tables for 104 places in New Zealand. Note that different places have different ports of reference, to, or from which, the tidal differences must be added or subtracted. Of course both these almanacs must be for the current year. *Sea Spray* magazine also gives tides for Auckland, Wellington, Lyttelton, and Dunedin for the month of the issue as well as for the following month.

			Pts. of Ref.		*H.W.*
		h.m.			h.m.
Croixelles	Auck.,	add 2.50	Nelson,	sub.	0.10
Emslies Bay	,,	,, 1.54	,,	,,	0.45
Nelson	,,	,, 2.45	,,		zero
Pelorus Sd. Culdaff Pt.	,,	,, 2.23	,,		?
Picton	Wgtn.,	,, 3.58	,,	,,	0.48
Port Gore	,,	,, 5.00	,,		?
Port Hardy	Auck.,	,, 2.44	,,	,,	0.20
Port Underwood	Wgtn.,	,, 1.25	,,		?
Q.C.Sd. Long Island	Auck.,	,, 1.48	,,	,,	0.52
Rangitoto Rd. d'Urville Id.	,,	,, 1.17	,,		?
Havelock		?	,,	add	0.15

Low-tide is approximately $6\frac{1}{4}$ hours after high-water, but may vary up to a quarter of an hour. Spring-tides occur three tides after the full and change of the moon. King tides, the highest of the springs, occur in March and August.

Made-up kits usually contain many superfluous items so stock up your locker with fool-proof materials that anyone can understand. It will take less space and will be cheaper. Here are some suggestions:

1. A spool of waterproof 'Elastoplast'.
2. Two 1″, three 1½″, two 2″, open wove bandages.
3. A packet of small safety-pins.
4. A packet of boracic lint to cover wounds.
5. A jar of boracic ointment to prevent lint sticking.
6. A tube of 'Burn-jel' for burns.
7. A bottle of aspirin.
8. A pair of pliers from the engineroom to pull out hooks (see notes for the fisherman).
9. Cotton-wool for swabs and as protective padding. Do not put this in contact with open wounds or it will stick.
10. A small bottle of sal volatile. A dose of two full teaspoons in four parts of water is a stimulant that acts on the nervous system rather than the heart. (Do not give alcohol if there is much bleeding.)
11. A square yard of surgically-clean linen that can be torn up and used for many purposes, or folded diagonally for a sling.
12. Needles and black thread to sew on bandages. Do not forget a bandage may become very tight if it gets wet.
13. A bottle of rum. Keeps you warm. (Keep locked up!)
14. An illustrated pamphlet and the plastic mouth-piece for mouth-to-mouth resuscitation.
15. A small bottle of 'Dettol' or similar disinfectant.

These are the minimum requirements that should be carried on *all* craft, and will cost less than £1. Sea-water is a sufficient antiseptic. Iodine is useless if the part is wet; use 'Dettol' instead. Carry mosquito repellent. Apply coconut oil preferably *before* you get sunburnt.

RADIO SHORE STATIONS

Most commercial launches in both Sounds, also fishermen, private launch owners, and even some private homesteads, have radio-telephones. There are shore stations in Picton and Havelock, and these operate according to necessity; sometimes all through the night if the boats are out in rough weather.

ZLLK Picton and ZLLU Havelock operate on 2045 kcs.

Urgent calls, particularly at night when local stations are not on the air, can go through ZLW Wellington Radio on 2182 kcs. This station is on continuous watch and will telephone messages through but a charge may be made for this service.

PRIVATE AIR-STRIPS

Private landing strips in the Sounds country are often in unlikely places, up on ridges and down in gulleys, and the condition of the surfaces varies with the amount of rain and pig-rooting. They have been built for top-dressing and similar purposes by the farmers themselves, and some of them are difficult even for experienced pilots.

There are strips at Waitaria, Beatrix Bay, near French Pass, Port Gore; probably the best is at Greville Harbour at low water where the mile-long curving beach is fifty yards wide and is of hard smooth sand, but sometimes this may be soft at the western end. There is another at Anikiwa but the power-lines must be removed before it can be used.

FISHING & CAMPING

It is impossible to tell where fish are at any given time because they change their feeding-grounds at different states of the tide and at different times of the year. They will usually be found near points where there is moving water and in the proximity of kelp and other feed; and everywhere when the little blue jellyfish swarm round the coast. Except for two or three weeks during the warm weather when the snapper come right into the upper reaches of the Sounds, the fishing for cod and terakihi is very poor until you get well out towards the entrances; outside, where the groper and better fish are usually caught, the tide runs too fast to suit the tourist who does not leave home till the morning is well advanced.

If you are a really keen fisherman, the best way is to make up a party of six or eight and charter a launch for a few days. You can either sleep aboard (in which case the charge will be about £12 or £15 a day according to who supplies the bedding, food, etc.) or else make one of the further-out accommodation-houses your base and get away from there early each day.

Some advice for the beginner: Do not throw your lines; your launchmaster will put you on to the fish so it is both unnecessary and dangerous. When it is decided to move, get your lines up quickly and clear of the propeller so you can move off without wasting time. Have your lines baited and ready so they can be dropped immediately the launchmaster gives the word—you won't catch fish when the lines are lying on the bottom of the boat. Most launchmen will not allow rods—they are too dangerous to others, and besides being a general nuisance, are very slow to bring a fish to the surface and are likely to foul other lines. If you catch a blind eel, tell the launchman and he will deal with it without getting slime

on everything. It is usually possible to cut the hook off, leaving enough trace to bend on a new one. Do not bring these horrors aboard, but try to catch up the sinker so the eel hangs outboard and does not foul the rest of the lines. Cold fresh water will remove the slime from clothes, lines, and the deck. The quickest way to quiten a conger eel is to hit it on the belly several times or even stamp on it, without putting your foot through the boat—but don't get bitten. Do not imagine a big hook and a big bait are necessary to catch a big fish; children often get the best catches because they usually have lighter gear. Taking the distance from the point across to the shank of the hook, the best size for terakihi is $\frac{5}{8}''$, cod $\frac{3}{4}''$, snapper $\frac{7}{8}''$, groper $1''$; these sizes apply to the usual Sounds fishing, but slightly larger sizes are required outside the heads.

If someone becomes hooked, call the launchman, who will cut the trace near the eye; don't let the others crowd round and offer advice. If the hook is in the thigh, buttocks, or somewhere else fleshy, hold the part firmly by placing the first and second fingers on each side of the hook and, taking a pair of pliers in the right hand, give a sudden *hard* tug to flick it out the way it went in. That only applies to cod hooks and smaller types. If it does not come out the first time leave it to the doctor. The part will be numb for a short while and will not hurt if the job is done quickly. If hung up by the nose, cheek or finger, it will certainly be a job for the doctor as these parts are very sensitive and very tough. The ear is solid gristle and bleeds profusely. In every case the wound should be surgically cleaned at the first opportunity.

When fishing from a dinghy do not trail your hand in the water, as several people have been severely bitten by barracouta. If the dinghy has a motor make sure the propeller-shaft is properly covered. In the last few years there have been two cases of girls with long hair being almost scalped, and of a dog having its tail pulled out through becoming

caught in a spinning tail-shaft. Trouser cuffs, loose clothing, and loose lines are also dangerous.

Do not leave knives and hooks where someone will sit on them, or sinkers where they will fall overboard after you get going. It is a ticklish business getting a fish-hook out of your girl's stern, and may easily spoil a beautiful friendship. Do not let children explore the open mouth of a supposedly dead conger with their fingers or big toes.

Give the launchmaster a chance to get back to Picton by five o'clock. He may have to meet the steamer at six, and in that hour he must clean his boat, load stores, and do various commissions, and then try to swallow some tea; and he may not be back till after midnight.

Occasionally fish are hard to find so do not blame the launchman if you are out of luck. He will appreciate it if you ask for a bait-board instead of cutting on his canvas or paintwork. Try to keep his boat clean, and if you get a kahawai, which seem to be full of blood, throw it back if you don't want to keep it to boast about—or into the fish-box where it cannot splatter blood everywhere. Don't leave chewing-gum to be tramped in, or sticky papers about. Don't stub out cigarettes on the paintwork—this is quite common! If you spit on the floor at home, spit on the deck when aboard; and the fish will not mind if you throw your rubbish overboard.

Although he will appreciate it if you try to keep the boat from getting unnecessarily dirty the launchman will not expect you to wash it down. However, if you want to give it a swish while under way, do not try to scoop up the water in a bucket unless you know how to do it, or you will lose the bucket, go overboard, or both; and probably drown if the bucket rope has become tangled round your wrist. It would be most helpful if you were to ask for five minutes to wash down before starting for home.

BLUE COD LIMITS. Blue cod less than twelve inches may not be kept, and catches are limited to twelve fish for each

person fishing. Cod may not be filleted or brought ashore in such a condition as they cannot be measured. Line-fishing in Double Cove is prohibited as the pet fish there are protected by law. Not more than two undersized cod may be kept for bait at once.

The easiest way to remove a fish from the hook is to put the thumb and first fingers into the gills with the belly resting against the palm of the hand. This leaves the other hand free to manipulate the hook. Undersized cod to be thrown back are small enough to hold round the body. If the fingers are put in the gills the cod will probably die. Hold it gently and take out the hook carefully. Don't hold it back to front so the dorsal spines dig into the hand. A good idea is to use a sugar bag.

MAN OVERBOARD: There is always the chance of falling overboard so read these notes before you go.

Don't panic.

Keep your lungs reasonably full and you cannot sink.

Don't waste breath and buoyancy by unnecessary shouting.

Get rid of gumboots immediately, also oilskins and other heavy impedimenta. Do this quickly and methodically while you still have full strength.

Do not try to follow the retreating launch. You will only exhaust yourself. If you have been seen, stay where you are and conserve your strength while the boat returns.

A splash will usually be seen more easily than a small bobbing head, particularly at night.

If you have definitely not been seen, make for the nearest land, having due regard to weather conditions. Take rests in a floating position as required; and don't forget there is a Divine Providence that takes cares of drunks, fools, and new chums.

The usual rules for good camping apply. You may not pitch your tent wherever you like, but there are many good sites where the charge, if any, is more or less nominal.

The Sounds settlers are most hospitable and if the camper who wishes to go on private property writes or telephones the owner he will be treated with courtesy, and usually be given a welcome also. The same applies to the pig hunter; although settlers will not want either hunters or campers during the lambing and certain other seasons; and they will prefer parties to have at least one experienced member. It is safe to say that bringing dogs, except in special circumstances, will be forbidden.

There is some good pig and deer country in the Sounds and on D'Urville Island. I know from my own experience what a nuisance indiscriminate shooters can be. It is best to make direct approach to the landowner and, if permission is granted for some future date, to let him know immediately you enter his property, so that if he hears shooting he will know it is not a trespasser killing his stock. If you shoot birds—any birds—you will completely ruin it for everybody.

TO FIND DIRECTION: Point the figure 12 of your watch to the sun, and true north is found half-way between the 12 and the hour hand. With half-an-hour daylight-saving the hour hand is two and a half minutes ahead of true time. (Forget about the minute hand.) Magnetic north is near enough to 20 degrees east of true north.

At night the Southern Cross is a guide. By prolonging the longer axis about four and a half times, due South is located.

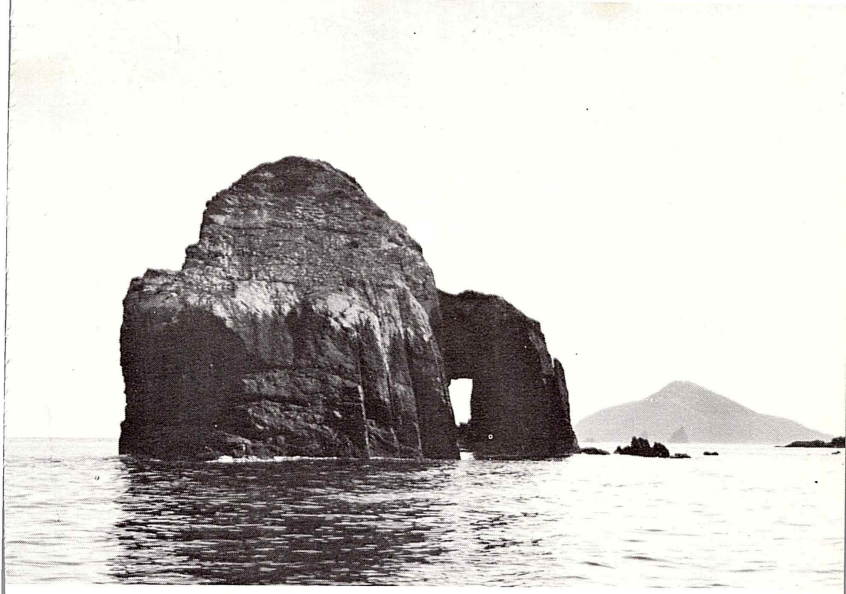
SOME NOTABLE WRECKS

THERE have been many wrecks in these waters, and this small book would not be complete without mention of at least some of them.

On a dark night in 1909 the barque *Hippalos* struck heavily on Walker's Rock, off Cape Jackson. Although she had ripped a hole four feet long and nine inches wide in her bottom, she carried on and anchored in Guard's Bay, where the crew went ashore after patching up the hole. This bank is outside Titirangi. The steamer *Elsie,* from Nelson, later found *Hippalos* drifting near French Pass and took her in tow. When three-quarters of an hour from Picton the barque gave a warning lurch and the skeleton crew were hurriedly taken off before she disappeared bow first. This would be about opposite Monkey Bay, but some records say she sank off Blumine Island, which is fifteen miles from Picton, and probably over two hours' towing distance away.

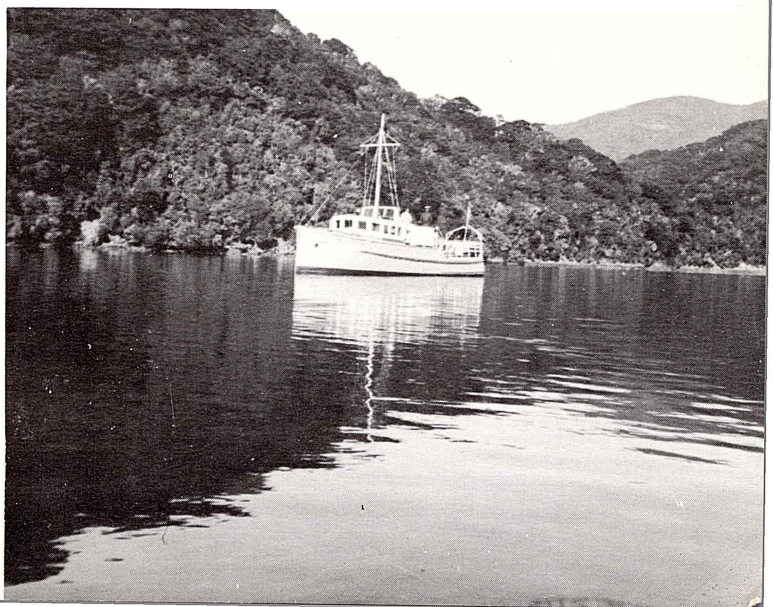
The full-rigged ship *Lastingham* of 1217 tons was driven on to Jackson's Head in a gale on a dark night in 1884. She had a general cargo and several passengers. When the vessel struck head on twelve people scrambled up the bowsprit to safety where they spent forty miserable hours before being rescued. The eighteen others left on the after part of the ship were drowned when she broke up and sank.

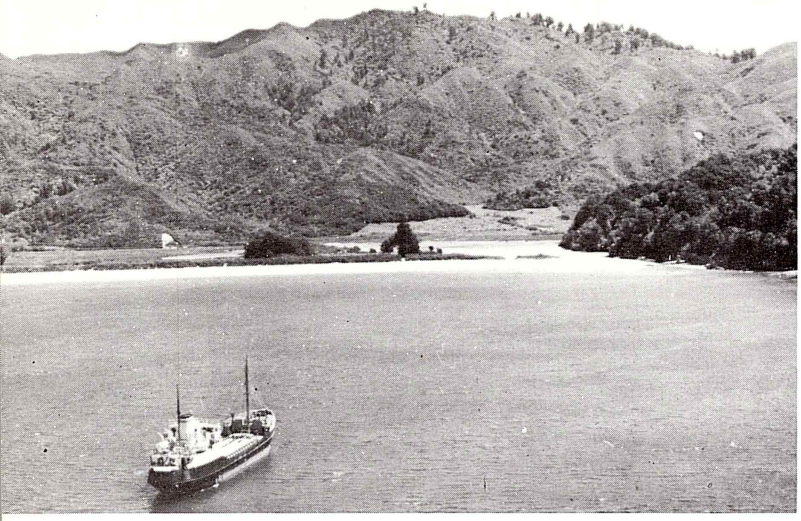
The 449-ton steamer *Rangitoto* hit the reef of the same headland in 1873. As quickly as possible she was beached under a high bluff. In 1893 a diver was sent down to recover the supposed cargo of copper; no copper was found, but 400 cases of liquor were. Some of this was in good order, only the whisky having deteriorated. Ian Kenny and Paul Watson, two young skin-divers, using aqua-lungs, went down again in 1958 and came up with sundry plates and other crockery with the shipping company's crest, still as good as new. They



One of the Sisters. In the background is Stephens Island.

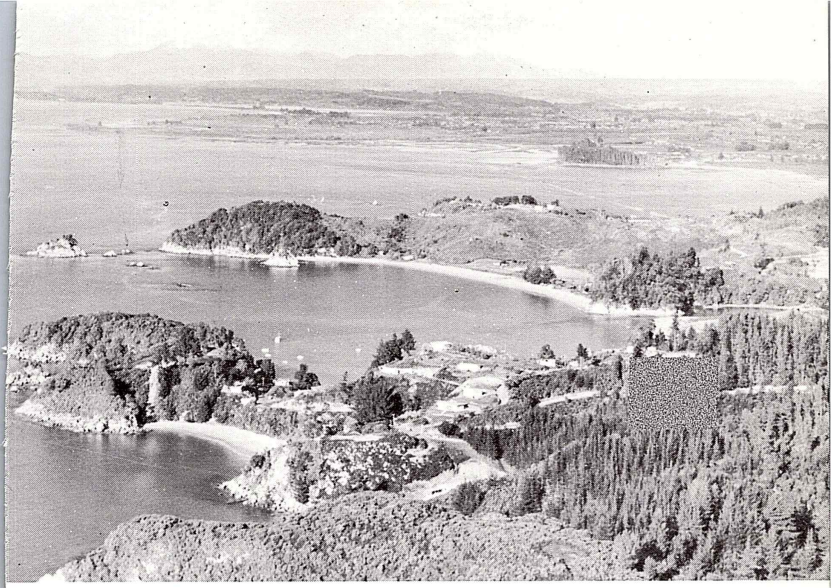
The launch *Rongo* in Mill Arm, D'Urville Island.





Totaranui, in Tasman Bay, has a fine bathing beach with the typical golden sands of this area.

Tarakohe, site of the cement company's wharf and near the tall memorial to Abel Tasman.



Kaiteriteri, a well-known holiday beach, looking back towards Motueka.

Pohara Beach, near Tarakohe, Golden Bay.

The *Quest* with a background of typical coastal scenery off D'Urville Island

also found some bottles of cognac, and beer in stone bottles, but unfortunately the corks had perished.

In 1868 the schooner *Fancy* was wrecked at the entrance to Greville Harbour with the loss of the master and three of the crew. The sole survivor scaled the cliffs in pitch darkness and it was not till day broke that he knew where he was. Apparently there was no one living there at this time, as he barely survived his six days without food before being rescued by the *John Anderson.* (This little steamer is now the hulk used as a landing jetty in Jackson's Bay in Tory Channel.)

In 1912 the *Jane Douglas,* and in 1913 the *Red Pine* were wrecked in Stephen's Passage at the northern end of d'Urville Island and all hands were saved. (Many years ago I heard old-timers tell of the remains of a white man that were found above high-water mark near Cape Stephens. These were supposed to have belonged to a survivor of a wreck I cannot identify. The remains of another pakeha were found well up the hillside at Patuki, a sheep station near Cape Stephens. Both men had been eaten by wild pigs.)

The auxiliary scow *Orini,* with 2,500 cases of benzine aboard, caught fire off Port Hardy in 1925. The crew fought hard to save the ship but were forced to take to the boats when the flames got too close to the petrol.

There do not appear to have been any wrecks in the French Pass itself, but at least three ships have been lost on the Beef Barrels. Several have hit the reef beacon or Lighthouse Point in the Pass, but managed to get clear without doing any fatal damage. Several years ago the *Titoki* pushed the beacon off plumb; and in June 1958 the 3,369-ton *Waiana* hit the beacon again, knocking it completely off its rock base. After twelve anxious hours she pulled herself free, leaving the problem of replacing this massive beacon in that swirling tide-race.

The *Rakiura,* 132 tons, was wrecked on Stephen's Island in 1915; the crew launched the boats and landed in Port Hardy. When my family bought Port Hardy about 1922 these two

16 ft double-ended lifeboats were being used as dog kennels. They had been turned upside down and the bottoms tarred and sanded. I do not know for how long they had been subjected to such humiliation but about 1930, when they were finally dispensed with, the kauri planking was still perfectly sound. They were probably built at the same time as the *Rakiura* in 1878.

The *Edwin Fox* of 836 tons was built for the East India Company in 1853 in Bengal, and now lies ashore alongside the Picton freezing works. Built of teak and regardless of expense, she was sold soon after her commissioning for £30,000—a huge price in those days. For eighteen months she conveyed troops to the Crimea, and was the only ship in Sebastopol that escaped disaster in the great gale of 1854, all the other twenty-three ships being wrecked. In 1858 she took convicts to Australia and returned to England with hardwood. She carried troops and munitions to the Indian Mutiny, and after that a cargo of rice to ease a famine in Bangkok. She made many voyages to Australia and the Far East and visited New Zealand for the first time in 1873 after a 115-day passage lengthened by mutiny, storms, and other misfortunes. In 1878 she brought the first immigrants to Picton. In 1885 the masts were removed and the ship was turned into a floating freezer at Port Chalmers, later removed to Lyttelton, then Gisborne, and finally Bluff. Becoming obsolete as a freezer, in 1900 she was towed on her last voyage to Picton. To-day the *Edwin Fox* is a sad relic of the proud full-rigged ship she once was; but after more than a century it is said that a pick still cannot be driven into her hard teak flank—as if anybody would want to.

PART II

Tasman & Golden Bays

TASMAN BAY

ALTHOUGH this section is shorter than that dealing with the Marlborough Sounds it is not because this area lacks interest. Much of the information in earlier chapters applies to both waterways. My experience in Tasman Bay has been acquired mostly from running charter cruises from Picton. On these it is often difficult for the skipper to leave the ship and go ashore with his passengers. The three launches I have operated there ranged in length from 36ft to 72ft and drew from 3ft 6ins to 5ft 3ins, which made it unwise or impossible to explore the inner reaches of such places as the Falls River or Shag Harbour. Some information, therefore, has had to be obtained from those with local knowledge.

FIRST VISITORS. In 1642 Abel Tasman anchored in what is now known as Golden Bay. Four of his crew were killed by the Maoris and he named the place Massacre Bay. It did not receive its present name until the discovery of gold nearly three centuries later. In 1770 James Cook, on his way up the West Coast from Dusky Sound, sailed straight across from Farewell Spit to D'Urville Island, giving the name Blind Bay to what is now Tasman Bay. In 1827 Dumont d'Urville made his headquarters at Astrolabe Roadstead for about three weeks. His survey work must have been of considerable value to the immigrant ships that followed a few years later. He then sailed on through French Pass, as already described.

METEOROLOGICAL. The prevailing wind in Tasman Bay is the warm north-wester which brings moisture across the Tasman Sea and drops most of it in the Golden Bay hills. A storm from the Tasman Sea is usually heralded by a long lazy swell in the Bay a day before it arrives. The north-easterly is usually a fine weather wind all along the top of the South Island. Nelson's average rainfall is an evenly-distributed 38.63 inches and the average sunshine, 2,500 hours annually, is the best in the Dominion. Extremes of drought and flood are practically unknown.

CRUISING ROUND THE COAST

All distances are given in nautical miles.

CROISELLES HARBOUR. Dumont d'Urville's wife was Adele Croiselles, hence these two names frequently appear on the charts of the world. Croiselles Harbour is 12 miles south-west from French Pass. It is 7 miles deep and 1½ miles wide at the entrance, where there are many islets and sunken reefs on the western side. Good anchorages can be found in many bays but squalls are liable to sweep down from the hills. The road to French Pass skirts along the beach at Okiwi Bay and it is about 14 miles from here to the Rai township on the Blenheim-Nelson highway. Cape Soucis is the extreme western point of the Picton River Limits for passenger launches. Any Picton commercial launch wishing to go beyond this point should first get permission; it is not easy to get.

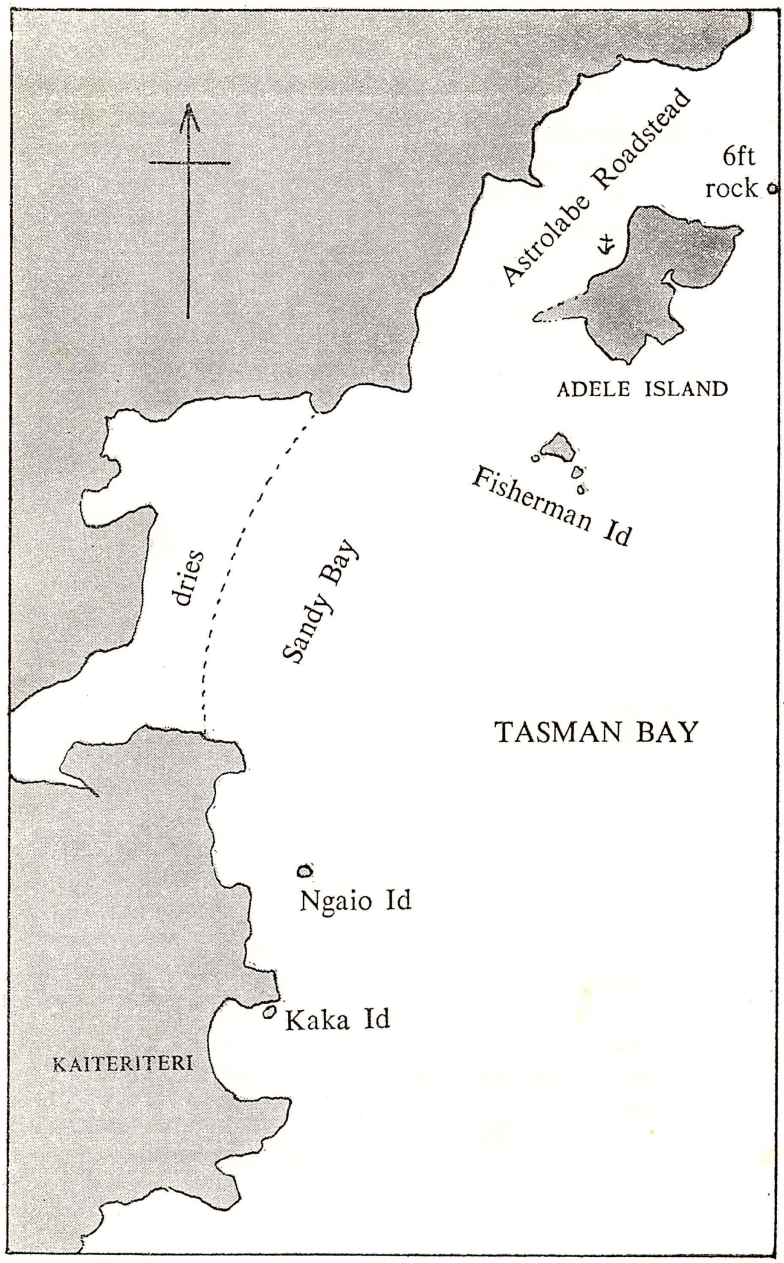
DELAWARE BAY. Ten miles west from Cape Soucis is Pepin Island which is connected to the mainland by a high shingle-bank. East of the island is Delaware Bay, where a Maori woman, Huria Matangi [Julia Martin], with her husband and three others, rescued the one passenger and all but one of the crew of the wrecked *Delaware* in 1863.

CABLE BAY was the site of the trans-Tasman cable station from 1876 till just before World War I. It is a popular picnic

place for land-based Nelsonians and is reached by a side road from the main highway near the foot of the Whangamoa Hill.

The BOULDER BANK & PORT NELSON. Four miles south-west of Cable Bay is the beginning of the 5½-mile Boulder Bank that encloses some hundreds of acres of mudflats and also neatly shelters the comparatively small Nelson harbour. In 1906 a cutting was made through the bank to avoid the difficult tidal entrance to the south of Haulashore Island. The rock in the middle of the Old Entrance, about 50ft high, acquired its original name, Arrow, from one of the pioneer settlers' ships. The first of three overseas vessels wrecked on it was the barque *Fifeshire* in 1842 and it is also known by this name. Ships of up to 380ft in length and drawing 14ft can enter the 250ft-wide cut at low water; and for high spring tides 550ft length, drawing up to 23ft 6ins and of 18,000 tons dead weight. The entrance is being widened to a 450ft bottom width. There is a lighthouse on the Boulder Bank, about 12,000 yards on the north side of the entrance, with a visibility of 13 miles. Launch berthage is provided on the eastern side of the main wharves but this is to be altered when the new boat harbour is completed. Care must be taken when berthing as the tide runs fast to and fro under the wharf. There are ample engineering and boat-building facilities.

NELSON CITY is about a mile from the Port but in recent years the residential part has extended over a considerable area and is still expanding. On Botanical Hill a small concrete slab and trig station mark the geographical centre of New Zealand. The Public Relations Officer (telephone 3470, box 194) will give advice to visitors. Tahuna Beach, just past the Port, is one of the finest in the country and has a well-equipped motor camp with a capacity of some 3,000. The Aurora Sailing Club has a membership approaching 500. In 1858 Queen Victoria constituted Nelson a Bishop's See and proclaimed it a city although the population was then only some 2700. Today it exceeds 24,000, with over 74,000 in the


Astrolabe Roadstead
6ft
rock
ADELE ISLAND
Fisherman Id
dries
Sandy Bay
TASMAN BAY
Ngaio Id
Kaka Id
KAITERITERI

whole province. A million cases of apples are exported from Nelson every year and over seven million pounds of tobacco leaf is processed. The million pounds of hops grown supply all New Zealand's needs. Riwaka, near Nelson, is said to be the most extensively cultivated farming area in the British Commonwealth. Twenty-two million board feet of exotic timber is used locally or exported.

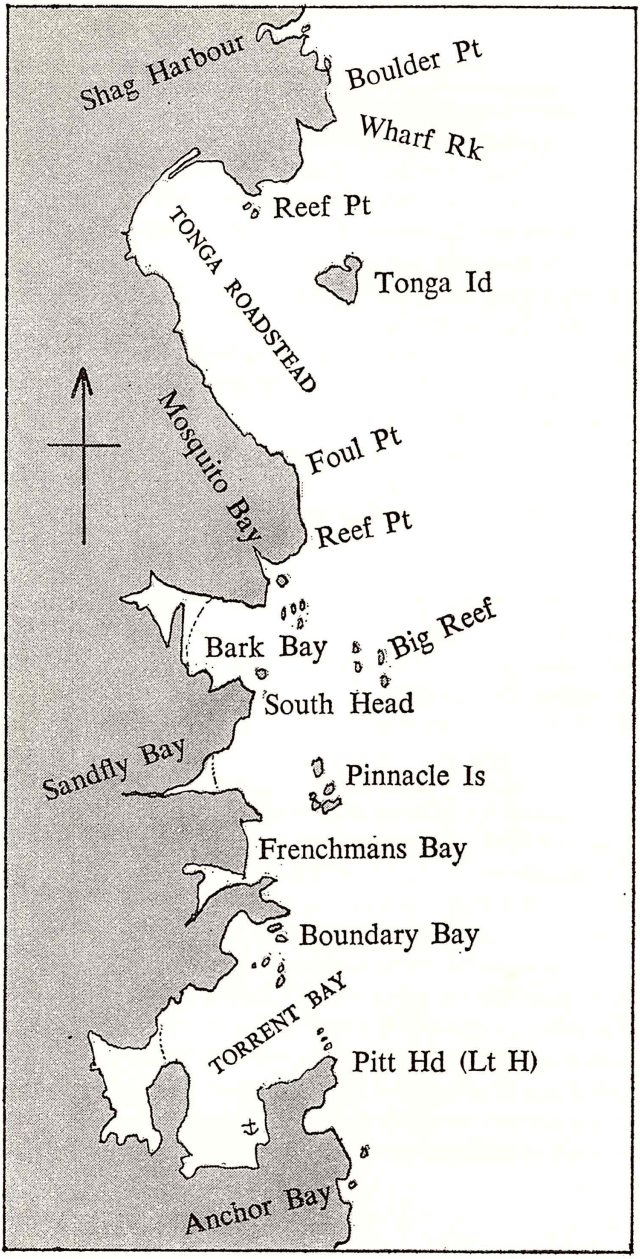
THE WESTERN COAST OF TASMAN BAY is not charted in as great a detail as could be desired. There are many uncharted rocks and reefs between Kaiteriteri and Separation Point, some as much as 2,000 yards offshore, but with the usual precautions these need not be feared.

KAITERITERI is usually the first place yachtsmen make for after leaving Nelson, about 17 sea-miles to the north-west. This small bay has a delightful beach of golden sand and is popular with boatmen, campers and water-skiers. The chart shows five feet of water at low tide but it would be wise to check where anchorage is chosen, remembering that the tide fall in these parts may be as much as 14ft. The three fathom line crosses close to the entrance. A general store here is open all the year round.

Two other ports between Kaiteriteri and Nelson are Mapua and Port Motueka, both served by small coasters. Local pleasure craft also use the Motueka River to the north of Port Motueka but all three places require local knowledge of mudflats and channels, so it is best for the stranger to keep clear of them. The one and three fathom lines are well offshore all along this area.

SANDY BAY is more suitable for flatfish than craft that require much water. It was once the site of two timber mills. From this bay the marble from Takaka Hill was shipped to Wellington for use in Parliament Buildings. There is a school here, several cottages and the end of the road.

ASTROLABE ROADSTEAD is just north of Kaiteriteri. There is good anchorage in three fathoms close inside Adele Island. An extensive sandspit runs off the western side of the island


Shag Harbour
Boulder Pt
Wharf Rk
Reef Pt
TONGA ROADSTEAD
Tonga Id
Mosquito Bay
Foul Pt
Reef Pt
Bark Bay
Big Reef
South Head
Sandfly Bay
Pinnacle Is
Frenchmans Bay
Boundary Bay
TORRENT BAY
Pitt Hd (Lt H)
Anchor Bay

There is a buoy on the outside of Hapuka Reef, off Adolphe Point at the northern end of d'Urville's old roadstead, and strangers should keep beyond this. *Astrolabe* anchored here in 1827 and d'Urville named the roadstead after his ship. In 1841 the New Zealand Company's ships, *Whitby, Will Watch* and *Arrow* careened at this place while looking for a site for the company's second colony and soon afterwards Nelson Haven was discovered and chosen for the new settlement. The Maoris called it Wakatu.

ADELE ISLAND. From broken crockery and other remains of habitation found here it is probable that quarrymen and fishermen once lived on the island. With other islands along the coast it is now a bird sanctuary.

ANCHOR BAY. About 1910 when the Tasman apple lands were being developed a considerable area round this bay was felled and ploughed and planted as orchard. Although the fruit trees grew well they were later destroyed by fire, together with the owner's house.

TORRENT BAY. There is a small lighthouse with a range of 5 miles on Jetty Point, or Pitt Head as it is sometimes called; and a reef runs out some distance. The best anchorage is in the south-eastern corner where the open sea cannot be seen, in about two fathoms. Half-way across this southern bay, and roughly opposite the sandy beach, are some dangerous rocks, uncharted and unmarked when I was last there. There is a large mudflat behind the spit to the west. Torrent Bay was so-named by d'Urville because of three torrents pouring through a deep cleft in the bush. Land was first taken up in the early 1870s and timber and posts were taken out. Later an ex-Indian Army officer tried fruit-growing but the venture was a failure. There was a quarry reserve on the isthmus and granite blocks were loaded from Jetty Point. Blocks, not to weigh less than three tons, were used for the Nelson mole and smaller ones for the Haven road breastwork. Prison labour was used. A large block of flats in Oriental Bay, Wellington, was faced with the fine cream-coloured sand from Torrent

Bay. Early farming efforts failed but there are now about 25 cottages in the bay. One of the oldest houses is still standing after some 60 years; it was made by stretching wire-netting over the studs inside and out, then brown paper was fastened to the wire, and the outside was tarred and sanded. It is now weather-boarded and has an iron roof.

FRENCHMAN'S BAY was the site of another farm that proved uneconomic. Before 1908 several ships were built here, including a 20-ton ketch.

SANDFLY BAY. The name is said to come from a man called Sandfly Jack who about 1905 felled a few acres here and lived for a time with the aid of a cow, a garden and fish from the bay. The Falls River can be entered for quite a distance by dinghy or small launch at high tide.

BARK BAY, like Torrent Bay and Awaroa Inlet, has a spit enclosing extensive mudflats. Grassy paddocks once surrounded the bay and cherries, muscatel grapes, pears and apples grew lushly but all this came to an end when the owner was burnt out. The name comes from the bark of the black beech used by Island Bay fishermen for tanning nets and later at a leather tannery in Nelson.

TONGA ANCHORAGE is snug in offshore winds and the small island may offer some shelter in southerlies. There is an excellent picnic beach. The stoneworks supplied the granite from here for the Wellington post office and the Cathedral Steps in Nelson. There were once three quarries and an iron-rail jetty.

SHAG HARBOUR is a very narrow inlet about half-way between Tonga and Abel Head. There is an anchorage inside the rocks at the entrance, with about $1\frac{1}{2}$ fathoms at the most. Beyond this the arm dries out revealing the heaps of ballast rock jettisoned by sailing-ships before taking on firewood. These can be a nuisance to small launches that can use the arm at high water.

BRERETON COVE, about a mile further north, is a pleasant

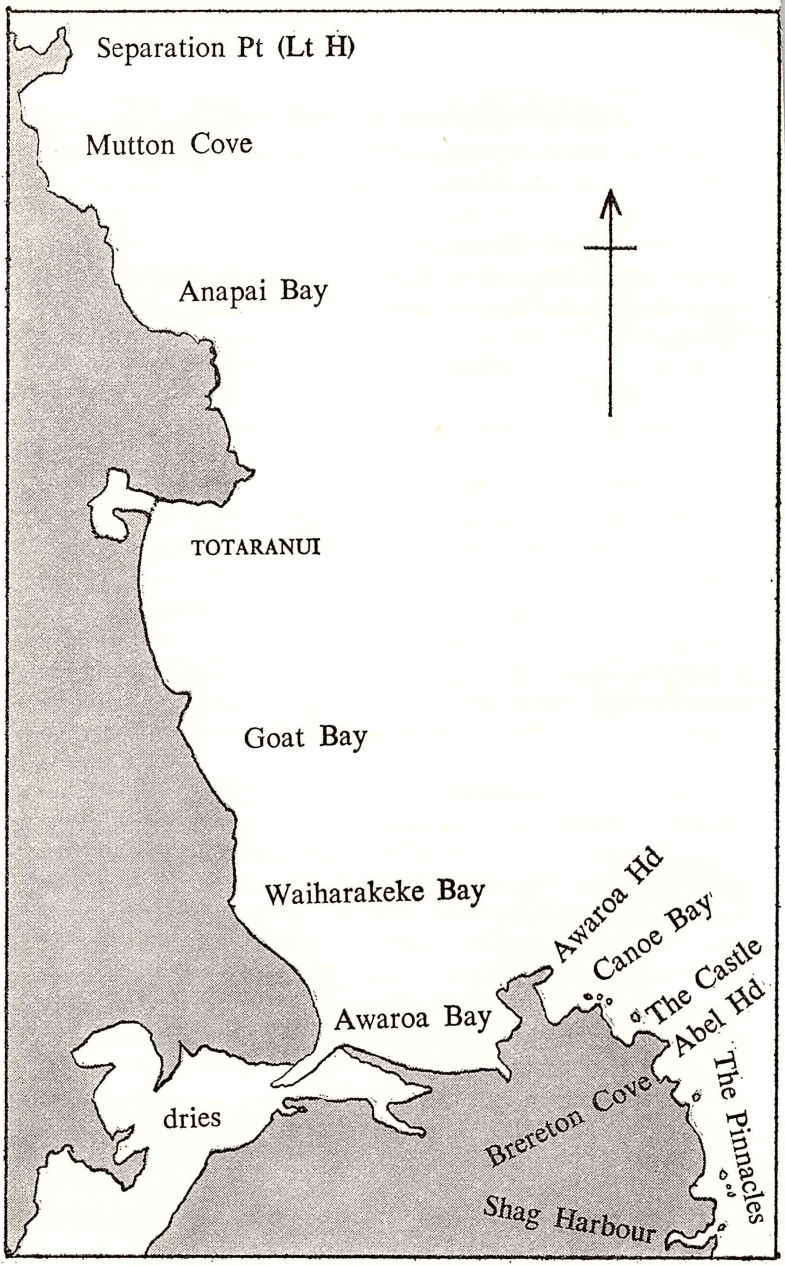
picnic beach in good weather. A plaque commemorates a man called Brereton who was drowned here.

AWAROA BAY is a good four fathom anchorage in offshore winds. A fine sand beach runs round to the entrance to Awaroa Inlet.

AWAROA INLET. In the early days there were three mills round this mudflat inlet. Squared white-pine logs and flax were shipped out in the 1880s. Old-timers say the mudflat has filled up considerably in the last twenty years. Now, even at high tide, there would not be enough water to allow the 60 and 80 ft scows to get up very far. There is a deepish hole just inside the spit but it would be as well to inspect this at low water before attempting to anchor as it is liable to shift. There can be a nasty rip at the entrance with the current running out against the wind. Darcy Hadfield, later to become a world champion sculler, developed his muscles here.

WAIHARAKEKE. In the 1900s a mill worked a splendid white-pine forest here. The scows used to drop two bow anchors and warp in on a stern line to the open beach where a portable jetty was run out. Two trucks loaded with timber were brought alongside on rails. When loading was completed the jetty was hauled ashore again safe from the easterlies.

TOTARANUI is at the northern end of the indentation that contains Awaroa. Until recently this land was farmed, about 75 cows being milked and the cream taken 21 miles to Takaka by road. The very large original homestead is still in use, partly as holiday flats. There is a magnificent grove of elms and cedars leading up from the beach. The cottage of the Ranger to the Abel Tasman National Park is just above the beach. There is a telephone here and a general store opens during the holiday season. The beach is about a mile long and has the usual golden sand and clear blue water of this coast. A small lagoon with a stream at the northern end, dries out at half-tide. Dangerous rocks are right in the fairway to the lagoon but with careful high-tide handling it is a


Separation Pt (Lt H)
Mutton Cove
Anapai Bay
TOTARANUI
Goat Bay
Waiharakeke Bay
Awaroa Hd
Canoe Bay
The Castle
Abel Hd
Awaroa Bay
The Pinnacles
Brereton Cove
dries
Shag Harbour

good place to leave a dinghy or small runabout. Totaranui is a well-known camping ground and many trailer boats and caravans go over the narrow road every year. The anchorage is good, outside the lagoon entrance, in offshore winds but it is wide open to easterlies and southerlies. Unless you are very sure of the weather it is not a safe place to leave an anchored yacht or launch for any length of time. Small coasters sometimes shelter in the lee of the point in northerly gales.

MUTTON COVE. The old house here was once a farm homestead and was surrounded by a high netting fence to keep the deer away from the fruit trees in the garden.

SEPARATION POINT separates Tasman Bay from Golden Bay and has a flashing light that is visible for 12 miles in clear weather. The current may run at $1\frac{1}{2}$ to 2 knots and with contrary winds can make an uncomfortable trip for a small boat.

ABEL TASMAN NATIONAL PARK of 43,000 acres extends from Marahau, a little south of Astrolabe Roadstead, to beyond Separation Point. Shooting permits for pig and deer may be obtained from the Ranger at Totaranui or from the Park Board's office in Nelson. Most of the Park is in fine native bush, and both bush and birds are fully protected by law. A considerable area is abandoned farmland that has been absorbed into the Park in the hope that it will regenerate. Much of this country is still in high gorse, fern, manuka and native grasses that become tinder-dry in the summer, and it is necessary for visitors to exercise extreme care in lighting fires.

GOLDEN BAY

THE range of tide for Tasman and Golden Bays is about 12 to 14 ft. There is not a great deal of cruising in Golden Bay owing to the lack of deep-water all-weather harbours and the paucity of good anchorages. The prevailing wind is north-west and as there are no high mountains the wind is usually steady enough to permit some fine sailing—if there was anywhere to go! The Tasman rollers are eliminated by the 18-mile natural breakwater of Farewell Spit. This is a bird sanctuary. It is surrounded by shoal water and mudflats that extend for several miles offshore on the southern and eastern end of the Spit. The Spit is unapproachable by sea, but four-wheel-drive vehicles go out to the lighthouse near the end. The light has a range of 15 miles.

THE TATA ISLANDS are about 4 miles to the west after turning Separation Point, and behind these is the only small boat anchorage in Golden Bay unaffected by tides. Limestone from these islands was once shipped to the Picton cement works but the wharf and the stone wall have long since disappeared. There is a shallow bar with about 5ft at low water joining the northernmost island and the adjacent mainland point. It is about half-a-mile to row to the beach near the Totaranui-Takaka road, and in certain winds it could be extremely difficult to land a dinghy but this is the exception rather than the rule.

LIGAR BAY has a tidal inlet where several small craft sit on the mud at low-water. Near here is the memorial to Abel Tasman and the men he lost; it was here that he named the place Murderers' or Massacre Bay.

TARAKOHE is the site of the Golden Bay Cement Company's factory and the long wharf is used entirely for the loading of cement.

POHARA is about a mile from Tarakohe by a pleasant drive or walk under high limestone cliffs near the sea with a splendid view round Golden Bay to Farewell Spit. Swimming is good at the beach where the sand is fine and clean and the shallow waters are usually warm. Pohara village is occupied mainly by the cement works employees—about 100. There is a general store and a post office. The motor-camp is well laid out and can accommodate about 2,000 people.

WAITAPU is the tidal port serving Takaka, about two miles inland, and the small wharf has very little deep water alongside at low tide. Local knowledge is necessary to enter.

RANGIHAETA, PARAPARA & COLLINGWOOD are all severely tidal. Collingwood is the most northerly town in the South Island. There used to be a long wharf at Onakaka for loading pig-iron and later dolomite, but I do not know what order the wharf is in now; in any case it is an open roadstead, and probably tidal also.

TAKAKA, the capital of Golden Bay, is the centre of a dairying district. Tours can be arranged to all parts of a scenic and geologically interesting district. It would be advisable to leave a watch on your ship if away for any length of time.

CHARTS. N.Z. 22, 1960 is the latest and covers Tasman and Golden Bays and D'Urville Island; it is interesting to compare this with the 1935 B.A. chart No. 2616. The six fathom line is much further out in the former, showing that the coast is shoaling up in some places. In the older British Admiralty charts the naming of points and bays is more complete than in the recent ones.

FISHING. There is a considerable amount of commercial trawling and line-fishing, but amateurs can get some good catches with hand-lines, nets and rods. Snapper, cod, flounder, moki and butterfish are the most common. Kingfish are sometimes met off Separation Point. I was once proudly shown two large fish that were reputed to be kingfish, but

they were certainly not that—I am certain they were tuna weighing between 30 and 40 pounds.

RADIO-TELEPHONY. In an emergency call ZLED Nelson on 2182 kcs and when contact is made they will put you over to the working kcs of 2162. This station is operated by the Nelson Harbour Board and may observe irregular hours of watch. Fishermen and yachtsmen work through ZLNI on 2045 kcs but this station also may have irregular hours.

Well, that's the lot. The most frustrating part of writing this small book has been to ascertain and check simple facts. Local history, both printed and verbal, is so often inaccurate that someone like myself, who does not pretend to be an historian, has to pick his way through a maze of legends and inconsistencies. There may well be mistakes in this book but they will not be there through neglect in searching for the truth.

One final plea to those who visit this area, particularly boatmen: study and observe the Rule of the Road on the water, otherwise new restrictions are bound to follow: and don't be careless about fires or the coastline won't be worth visiting anyway.

CRUISING

IN NEW ZEALAND WATERS

I

FROM NORTH CAPE TO TAURANGA

by

G. R. PAUL

In this comprehensive guide to the East Coast of the North Island, between North Cape and Tauranga, the author has drawn on his experience as a yachtsman and a professional seaman to set down just those details of pilotage in this area that the small-ship skipper needs to know.

Illustrated with maps and photographs

Pegasus Press